



Hongkong Daily Press.

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No. 20,206

號六十九百二第萬二第

日十三月五年亥癸

HONGKONG, FRIDAY, JULY 13TH, 1923. 五拜禮

號三十月七年二十國民華中

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TIME-TABLE.

WEEK DAYS.	
7.00 a.m.	7.10 a.m.
7.30 " 8.00 "	every 15 minutes
8.00 " 8.30 "	10 "
8.30 " 8.47 "	Stop
8.47 " 8.54 "	Non Stop
8.54 " 9.01 "	Stop
9.01 " 9.08 "	Non Stop
9.08 " 9.15 "	Stop
9.15 " 9.22 "	Non Stop
9.22 " 9.30 a.m.	every 10 minutes
9.30 a.m. 11.30 p.m.	15 "
11.30 " 12.00 "	Stop
12.00 " 12.15 "	Non Stop
12.15 " 12.30 "	Stop
12.30 " 12.47 "	Non Stop
12.47 " 1.04 "	Stop
1.04 " 1.13 "	Non Stop
1.13 " 1.20 "	Stop
1.20 " 1.30 p.m.	every 10 minutes
1.30 p.m. 4.00 "	15 "
4.00 " 4.30 "	Stop
4.30 " 4.40 "	Non Stop
4.40 " 4.47 "	Stop
4.47 " 4.54 "	Non Stop
4.54 " 5.01 "	Stop
5.01 " 5.08 "	Non Stop
5.08 " 5.15 "	Stop
5.15 " 5.22 "	Non Stop
5.22 " 5.30 "	Stop
5.30 " 5.40 "	Non Stop
5.40 " 5.47 "	Stop
5.47 " 5.54 "	Non Stop
5.54 " 6.01 "	Stop
6.01 " 6.08 "	Non Stop
6.08 " 6.15 "	Stop
6.15 " 6.22 "	Non Stop
6.22 " 6.30 "	Stop
6.30 " 6.40 "	Non Stop
6.40 " 6.47 "	Stop
6.47 " 6.54 "	Non Stop
6.54 " 7.01 "	Stop
7.01 " 7.08 "	Non Stop
7.08 " 7.15 "	Stop
7.15 " 7.22 "	Non Stop
7.22 " 7.30 "	Stop
7.30 " 7.40 "	Non Stop
7.40 " 7.47 "	Stop
7.47 " 7.54 "	Non Stop
7.54 " 8.01 "	Stop
8.01 " 8.10 "	Non Stop

SUNDAYS.	
7.00 a.m.	7.10 a.m.
7.30 a.m. to 8.30 "	every 15 minutes
8.30 "	10 "
11.00 "	10 "
12.00 noon	15 "
1.00 p.m.	10 "
2.30 "	15 "
4.30 "	10 "
5.30 "	15 "
6.30 "	10 "
6.40 "	Non Stop
6.47 "	Stopping
6.54 "	Non Stop
7.01 "	Non Stop
7.08 "	Stopping
7.15 "	Non Stop
7.22 "	Non Stop
7.30 "	Stopping
7.37 "	Non Stop
7.44 "	Non Stop
7.51 "	Stopping
7.58 "	Non Stop
8.05 "	Stopping
8.12 "	Non Stop
8.19 "	Stopping
SATURDAYS:	
Extra Car—12 midnight.	
NIGHT CARS—WEEKDAYS AND SUNDAYS:	
8.00 p.m. 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.00 p.m.	every 30 minutes
11.15 "	15 "
11.45 "	15 "
12.15 "	15 "
SPECIAL CARS	
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THE TRADE OF SHANGHAI

EXTRACTS FROM THE ANNUAL
CUSTOMS REPORT.

In his annual report on the trade of Shanghai in 1922, Mr. L. A. Lyall, the Commissioner of Customs writes:—

Considered purely from the standpoint of revenue, the year under review gives little cause for complaint. Exclusive of famine relief surtax, the revenue collected shows a net increase over 1921 of roughly HK. \$1,700,000, while the gross value of the trade of Shanghai amounted to HK. \$18,950,715,400, an advance of HK. \$18,025,820,000 on the 1921 record. This apparent discrepancy between local market reports, obtained from the most reliable sources and Customs statistics can no doubt in the main be explained by taking into consideration certain factors which have characterised the market for some time. Withdrawals from bond of cargo purchased at a time when prices were considerably higher than at the beginning of 1922 appear in the Customs returns as ordinary imports, and while the estimated quantity for the year is not considered by merchants to be as large as the 1921 withdrawal, it may nevertheless represent a great deal of unprofitable trade. Exchange, which determines the local duty-paying value in Haikwan taels of foreign imports subject to a 5 per cent. ad valorem duty, shows a further decline in the average yearly rate from 38. 11-16d. in 1921 to 38. 5d. during 1922, and may thus be mentioned as one of the contributing factors to the increase in import duties. A great many of the imports paying ad valorem duties have further been of a non-mercantile nature, such as building materials, and have added to the Customs receipts without stimulating the market. Traders are finally becoming increasingly handicapped by the competition which at times seems to outgrow the pace of the natural expansion of the country and which in years of depressed or very sensitive markets tends to heighten the established trader's difficulties.

THE TARIFF REVISION COMMISSION.

Of particular interest to the business community was the work of the Tariff Revision Commission, which was convened in Shanghai on the 26th April and held its first meeting on the 28th September, the task entrusted to it being the revision of China's Import Tariff, so as to place it on an effective 5 per cent. basis, in accordance with the agreement reached at the Washington Conference early in the year. The basic principle on the lines of which the work of revision was to be carried out was finally agreed upon by the Commission on the 2nd June, and for purposes of reference and in the interest of readers unacquainted with the proceedings of the Tariff Revision, the proposal made by the Chinese delegation and then accepted by the foreign delegations is given below. The proposal reads as follows:—

"That the Shanghai market values for the six months October 1921 to March 1922 be taken as the basis for the new Tariff. That in computing these values, goods imported from countries not entitled to a vote at the Tariff Revision Commission be left out of account. That the quantities of goods imported be taken from the Customs Returns for 1922. That in determining the new duty rates the market value shall be considered to exceed the duty-paying value by the present duty on the goods plus 7 per cent.

"That the first sentence of this resolution is subject to the reservation that for cotton piece goods and cotton yarn a uniform percentage of increase over the present Tariff rates be applied. That the amount of this increase is to be determined by a comparison of the Shanghai market value of each article during the six months above mentioned with the present Tariff duty rate on the same article multiplied by 20. That in calculating the average increase in value of all these goods the quantity of each kind imported shall be taken into account.

"That if this system of uniform increase of duty on cotton piece goods and cotton yarn be found to be inequitable, it may, at the discretion of the committee appointed to consider the question, be modified in the following manner: when the amount of the average increase of value of cotton piece goods and yarn has been determined, and the increase in value during the same period of each separate article has been ascertained, the increase of duty on each article shall be the average of these two increases."

The modification contained in the last paragraph was eventually withdrawn by the Chinese delegation, while the index which the committee arrived at for cotton cloth and yarn proved to be 55.12, meaning that values had increased 55.12 per cent. on the average over the values adopted at the last revision of the Tariff in 1919 and that the duty rates would have to be increased accordingly. As regards the various other Tariff items, a comparison with the old Tariff reveals decreases as well as increases in the duty rates. In many instances, where rates have been more than doubled, the increase will no doubt appear to be heavy, but when all is said and done the net result remains a 5 per cent. duty, which in very few countries would be thought excessive. The "Revised Import Tariff for the Trade of China, 1922" as it is termed, was to have been applied to all shipments having left foreign ports on and after the 1st December, 1922, but delay in obtaining the consent of all the Treaty Powers postponed its enforcement, as is generally known, till the 17th January, 1923. The increase to be expected in revenue for Shanghai alone may roughly be estimated at 5 million taels a year.

DEVELOPMENT OF THE SETTLEMENTS.

Shanghai, especially its Foreign Settlements, has during the year continued its striking material development. The transformation of the waterfront from a line of venerable hongs to a series of modern iron-and-concrete semi-skyscraper buildings is progressing apace, bearing proud testimony to the success of foreign enterprise in the East.

THE TRAFFIC PROBLEM.

The traffic problem, still very acute, is being ably coped with by the Public Works Department of Shanghai Municipal Council, but owing to the heterogeneous kind of traffic as well as to the lack of foresight on the part of those who first planned the narrow streets of the town, the task is an exceedingly difficult one. Roads are being widened and corrected wherever feasible and as rapidly as funds permit, but owing to obstacles of various kinds, the measures taken have not invariably kept abreast of the growth in the volume of traffic, the growth which is strikingly illustrated in the Shanghai Tramway Company's statistics for the year: over a system covering but 17.765 route miles and 25,825 track miles, no less than 126,684,226 passengers were carried. This extraordinary figure of over 10,500 passengers per route mile per day is believed unequalled in the world and speaks volumes not only for the congested passenger traffic, but also for the harm done to road and track surfaces, which seem to remain in constant need of repair.

LAND VALUES AND BUILDING DEVELOPMENT.

Land values have remained at a very high level during the year, due to the undiminished demand for factory sites and the shortage of residential quarters, and have also been further strengthened by a systematic "hoarding" of land on the part of Chinese capitalists, who prefer to keep their holdings merely as a safeguard against the uncertainties of the future without committing themselves to the building enterprises of any kind. The cost of labour has during the last five years advanced about 50 per cent., while the recent and very extensive building operations carried out in Shanghai's business centre have caused a noticeable increase in the cost of building materials, such as lime, sand, etc., making the task of erecting comfortable and at the same time profitable dwellings rather a difficult one from a land investor's point of view, there obviously being limits to the ordinary tenant's rent-paying capacity, whereas the demands for modern standards as regards sanitation and interior fittings have in no way abated. The subjoined table, courteously supplied by the Shanghai Municipal Public Works Department, will prove of general interest, showing as it does, at a mere glance, the growth of the International Settlement of Shanghai during the last five years. It may also be remarked that building operations, particularly of a residential nature, have been carried out with equal fervour in the French Concession.

NUMBER OF BUILDINGS ERECTED IN THE INTERNATIONAL SETTLEMENT, 1918 TO 1922.

	1918.	1919.	1920.	1921.	1922.
Chinese houses	2,313	2,336	2,470	4,004	4,567
Foreign buildings	20	50	26	05	84
Foreign residences	37	21	83	253	128
Godowns	63	52	84	35	28
Stables and garages	4	52	44	61	73
Warehouses	97	94	101	113	100
Miscellaneous	424	468	683	709	773
Mills & factories	9	26	21	41	25
Total	2,968	3,131	3,542	5,344	5,487

Estimated value in thousands of Shanghai taels.....4,492 5,452 10,872 21,008 15,926

HOUSING QUESTION.

The housing question, in the main due to a healthy expansion, still remains in a vexed state and is not likely to attain its solution in the near future owing to the influx of wealthy Chinese, who in impetuous times break themselves to Shanghai and are eager buyers and tenants of residential properties, and to the melancholy arrivals of large numbers of Russian refugees, whose existence in Shanghai is fast becoming one of the most tragic problems of the day, the majority of them being in an absolute state of destitution.

LABOUR SITUATION.

The labour situation has been better than for many years past, and the supply of skilled as well as of unskilled labour has approximated more closely to the demand. It is, however, becoming increasingly evident that the growth of the labour movement on the same lines as in Western countries will become a factor to be reckoned with in the future, various labour guilds having during the year shown their ability to conduct organised strikes, though, fortunately, none on a scale of such magnitude as the Hongkong shipping strike, which lasted from the 13th January to the 4th March and no doubt stirred the local labour unions considerably. The rice supply has, on the whole, been better than during 1921, and the stringent measures adopted in previous years against "hoarding" were not found necessary. Nevertheless, prices have remained in the neighbourhood of \$12 to \$13 per picul, an advance of \$4 over the average price ruling but three years ago, which entails a great deal of hardship on the labouring classes. Revised scales of labour wages are, however, in most cases being introduced, payments being made weekly in small silver coins and the copper-cent system abandoned.

THE METHOD OF MOUNTING

spectacle glasses is of the greatest importance," writes Dr. C. Hartbridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong and fit well, otherwise the good effect of the most carefully chosen correction may be entirely frustrated by a faulty position of the glasses, or even a fresh source of eye-strain may be introduced." The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians, located in 13, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—ADVT. [502]



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2nd Floor.

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THE PHARMACY,

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)



THE BRITISH EMPIRE EXHIBITION.

WHAT THE CHINESE ARE DOING.

SCHEME RECEIVING CLOSE ATTENTION.

We are not hearing a great deal about the part Hongkong is to play in the British Empire Exhibition, but a little enquiry has revealed that it does not mean that the matter is not receiving the attention that it should do. As a matter of fact the Hongkong General Chamber of Commerce and the Chinese Chamber of Commerce are working in close co-operation with the local Government in evolving a satisfactory scheme, whereby Hongkong commerce is to be represented in an attractive manner as possible at the Exhibition, which is to be opened in 1924.

It is, of course, general knowledge that the Government has voted the sum of \$400,000, towards the erection of buildings in the Hongkong section of the Exhibition and has also agreed to give the sum of \$150,000 to the Chinese Chamber of Commerce for the purpose of defraying passages of Chinese taking part in the Exhibition to and from England, and also for the purpose of covering freight charges on goods despatched here for the same purpose. In addition the Government has generously put up another \$100,000 to guarantee the exhibitor against any monetary loss provided that the Chinese Chamber will put up a guarantee fund of half that amount.

Many European firms have signified a desire to exhibit and they will doubtless put up a very creditable show, but what the Chinese are doing to help the scheme along is the matter of immediate interest. The success of the whole scheme, more or less, depends on their efforts. Without exhibits of a typically Chinese character, the Hongkong section could have little of novelty to attract the British public. Thus the proposed Chinese business street, which is to form a prominent part of the Hongkong section of the Exhibition is a feature which is dependent on the efforts of the Chinese community.

It has been assumed that the Chinese are not taking to the scheme enthusiastically, but what the Hon. Mr. R. H. Kotewall stated yesterday morning in an interview with a representative of the *Hongkong Daily Press* shows that this is not the case. He said: "The preliminary work is progressing satisfactorily," and he added that the Chinese Committee had recently drawn up a set of rules governing the Chinese part of the exhibition. These have been published in the Chinese press and also circulated to the various Commercial Guilds and Unions. To each set of rules is attached an application form inviting Chinese business firms to exhibit.

As to whether any applications to exhibit had been received the Hon. Mr. Kotewall said that the Secretary of the Chamber (Mr. Ip Lun Chuen) had charge of this inquiry and the Committee would be able to make a definite statement on that subject. "The whole point that had been worrying the prospective Chinese exhibitor," he said "was the financial side of the matter. The exhibitors wished to make absolutely certain that they would incur no loss. This was the crux of the whole situation and once the Chinese were convinced that there would be no loss there would be plenty of applications to exhibit."

Describing the nature of the Chinese street which it was proposed to erect at the Exhibition, the Hon. Mr. Kotewall said the Chinese Chamber had recommended the erection of 24 Chinese shops, which would contain exhibits of all goods manufactured or dealt with in Hongkong by the Chinese. It would contain a Chinese restaurant and in the shops Chinese workmen would be working on the various processes used in the manufacture of Chinese goods. The street would be something like a Chinese portion of Queen's Road Central. "The focus," he added, "who would go with the exhibits would be housed in a compound near the Hongkong Section on the Exhibition Ground."

In conclusion the Hon. Mr. Kotewall said that the Committee was working to make the scheme a great success, but they were now awaiting the answers to the invitation sent out to firms who might like shop spaces in the Chinese street. It is hoped, he optimistically concluded, that all these spaces will be filled.

A NUISANCE.

IMPEDING BUSY PEDESTRIANS.

As the result of several complaints made by the occupants of European offices on the Praya between Blake Pier and the Star Ferry Wharf, a number of coolies and boatmen were charged before Mr. C. D. Melbourne at the Magistrate's yesterday with causing an obstruction by squatting on the pavement.

Serjt. Elson prosecuting, said the defendants and others were in the habit of loitering up against the walls of the buildings with their legs stretched out and thereby impeding pedestrians on the pavement.

His Worship bound the defendants over in the sum of \$10 each.

A MYSTERIOUS DEATH.

INQUIRY INTO THE DEATH OF A KOWLOON AMAH.

An inquiry was opened at the Magistrate's yesterday afternoon, to investigate the mysterious circumstances surrounding the death of a middle-aged amah in the employ of Mr. C. D. Lambert, locomotive engineer of the Kowloon-Canton Railway. The woman was found dead in her bed on the morning of June 14th in her room at No. 33, Railway Quarters, Kowloon. A gag was tied tightly round her mouth and her tongue was arched at the back of the mouth. It was apparently a case of murder, and as the Coroner (Mr. J. R. Woody) told the Jury, in his opening remarks, the mysterious part of the affair was that the servants sleeping directly above the woman did not hear any noise during the night which was a stormy one, and it was on this ground that an inquiry had been called. The Jury empanelled to sit on the inquiry were: Messrs. R. H. Chappell, R. McGregor and W. A. Duce.

Medical evidence given by Dr. W. B. Moore who made an examination of the body at the Kowloon Mortuary on June 14th, showed that there were two bruises on either side of the bridge of the nose, from which the witness inferred that there had been undue pressure on the deceased's eyes. There was also the mark of a cloth having been drawn tightly across the corners of the mouth, passing round the neck and tied under the right ear. There was also a lacerated wound on the inner side of the lower lip which was partially torn from the gum. This he thought must have been done in a struggle. The deceased's tongue was arched as if forced to the back of the throat, and there was bruising on the upper part of the chest, chiefly on the left side. There was a small wound on the fourth finger of the left hand, the skin being torn upwards, towards the point of the finger, and there was a faint indentation of the finger such as would be caused by the wearing of a ring. He found considerable bruises on the top and side of the head and the lungs were congested. The cause of death, in his opinion, was suffocation due to the tongue being pressed back into the throat. He could not say how long the woman had been dead as the body was cold and stiff when he examined it.

Dr. W. J. Woodman gave evidence about his visit to the amah's room on the morning of June 14th and examining the body as it lay on the bed. He also could not state how long the woman had been dead.

Mr. Charles Douglas Lambert said the deceased was his wash amah. He described the position of the amah's room at the back of the house and added that the male servants who slept directly above would have no reason to go near the woman's quarters except for the purpose of drawing firewood. Towards the end of last year there had been a robbery at the house and, at the special request of the amah, her personal effects were kept by Mrs. Lambert. The witness knew nothing about the deceased's personal affairs. All the servants had been with him for over 15 months with the exception of the cook. In response to a request made to him by the cook on the morning of June 14th he visited the amah's room and found her dead. At first he did not think there had been foul play and he telephoned to the police. Later he again examined the body more closely and concluded that there had been foul play. He again rang up the police and told them of his suspicions. About a fortnight previous to her death the amah made a statement to his wife that her husband was always asking her for money. The deceased woman was in the habit of wearing earrings, a finger ring and a jade bangle. Inspector T. Murphy informed the Court that when he examined the room a tin box was found open at the foot of the bed and some of the contents (private papers) were lying on the bed besides the box. The amah was lying in a natural position in bed.

After further evidence had been taken the inquiry was adjourned until this afternoon.

MARINE COURT.

AN ECHO OF THE LAUNCH DISASTER.

The Chinese master of the steam launch *Yu Shing* appeared before the Marine Magistrate (Commander C. W. Beckwith) yesterday, summoned for taking his craft alongside the Kowloon Police Wharf when neither landing nor taking on board passengers or cargo. The alleged offence was stated to have occurred at 2.30 p.m. on the 8th inst.

The defendant explained to the Magistrate that he was waiting for 75 passengers from the sunken steam launch *Fee Yee Yai*. Many of these passengers had been picked up while struggling in the water by defendant's launch, and he was waiting for the other passengers whilst they were making statements at the police station.

The case was dismissed.

KOWLOON RESIDENTS' ASSOCIATION.

The following summary of the activities of the Kowloon Residents' Association has been communicated to us for publication:

POLICE REFORM WANTED.

Kowloon's need for better police protection was among the pressing local matters which the General Committee of the Kowloon Residents' Association discussed at its usual monthly meeting held early this week. Among recent crimes which were cited as making this need urgent, was the horrible murder of a Chinese police constable only a few weeks ago in the very heart of the residential area. After a prolonged discussion, during which a very strong case was made out for a stronger police force in Kowloon, the meeting decided to urge the Government to take immediate action.

TRAFFIC TANGLE.

Another pressing matter also discussed was the traffic tangle outside Kowloon Ferry Wharf. A letter was read from the Captain Superintendent of Police stating that certain improvements were being effected. He had arranged for the Kowloon City buses to be diverted to the left of the triangle and to go out by the right into Salisbury Road. Mr. Wolfe asked the Association to assist him by trying to impress on the travelling public to keep to the left instead of spreading all over the road as they do at present on leaving the ferry. He had arranged for a European sergeant to attend at the ferry during the rush hours, and had also arranged for a constable to be on duty at the junction of Salisbury and Nathan Roads during certain hours. Recently he had dealt with two of the Kowloon Motor Bus Co.'s drivers for speeding; the licence of one had been suspended for four months and that of the other for one month.

THE WAY OUT.

Messrs. W. J. Stokes, B. Wyllie and R. Packham having studied the problem as a sub-committee, Mr. Stokes read their report. This urged that in order to obviate the present confusion of vehicles and pedestrians the one guiding rule of the road should be rigidly upheld—keep to the left. Any attempt to ignore this rule should invite stern measures in the interests of public safety. The report then showed how the existing tangle could be eliminated—motor buses being confined entirely to the area lying between the ricksha shelter and the island where they would have a turning circle of 60 feet in diameter; the size of the island to be considerably reduced; the southern kerb of Salisbury Road to be restored to a line that would bring the existing line of trees into the roadway; shelter to be provided for passengers using buses and taxis; and efficient European supervision to be provided, at least during the busy hours.

The meeting resolved to forward both report and plan to the Government with an offer to explain any points desired.

IMPROVED LIGHTING.

Some time ago the Association pressed for improved lighting in Kowloon. A letter was read from the Colonial Secretary.

With a view to obtaining greater efficiency in the lighting of Salisbury and Nathan Roads three light clusters lamps are to be installed on all the central lamps on these roads and on the usual type of lamps in Chatham Road between Middle Road and Gascoigne Road. The lamp in Salisbury Road near the Star Ferry is to be converted into a four cluster lamp.

In Coronation Road, Gascoigne Road and Chatham Road from Gascoigne Road to Wuhu Street, the existing 10 candle-power electric lamps are to be replaced at intervals of approximately 50 yards with 400 candle-power electric lamps supported by suitable standards.

The addition to the electric lighting of the Tai Kok Tsui and Kowloon City districts are of the type now in use namely 100 candle-power and additional gas lamps are also to be provided. Altogether 240 additional lamps will be installed. The additional cost of the lighting and upkeep will be approximately \$7,300 for gas and \$6,800 electricity per annum.

LETTER BOXES.

Thanks to the Postal Sub-Committee's good work and the Postmaster-General's ready co-operation, Kowloon now enjoys improved facilities, additional letter boxes having been provided at the following places:—

Junction of Nathan Road and Haiphong Road.

Junction of Nathan Road and Jordan Road.

Junction of Gascoigne Road and Chatham Road.

Kowloon City.

Junction of Sai Kung Road and Fourth Street.

Kowloon City Road at Hongkong Hide and Leather Factory.

HONGKONG.

Liberty Avenue.—Opposite No. 2. Further extension of Kowloon postal facilities was being considered, it was stated, but hitherto no attempts to induce stores, both European and Chinese, to sell stamps had failed.

BATHING FACILITIES.

Before the bathing season began, the Committee suggested that the Kowloon facilities would be greatly improved, if the Government provided a bamboo pier, 50 feet long, similar to the one at North Point. This has been done. Further more a matshed has been erected and seats have been provided.

(Continued at foot of next column.)

SWALLOW'S NEST.

A CHINESE TONIC.

Swallow's nest is highly prized by the Chinese for its supposed medicinal value, since Chinese doctors regard it as a tonic capable of restoring a patient's lost vigour. It is said to be efficacious in curing lung diseases and small-pox. The article is also considered to be a table delicacy and a sumptuous Chinese dinner is not complete unless there is a dish of this, to the Chinese taste, palatable food.

There are two varieties of swallow's nest, the kwan-yen or the white variety, and the mao yen or the feathered variety. The latter is so called because the texture of the nest is generally mixed with the bird's feathers.

Swallow's nest is produced chiefly in the vicinity of the Malay Archipelago, such as Borneo, Sumatra, Java and the Philippine Islands. It is found in Changchow and Chuanchow in Fukien, especially on the reefs or islets off the coast of Changpu.

Swallow of the common species, the house martin, make their nests of mud and straw but the sea swallow, which belongs to another species and is generally smaller than the common swallow, builds its nests on the rocks of the cliffs, using a fluid-like substance emitted from its salivary glands. The popular belief that it is made of a kind of jelly fish or a kind of seaweed is not admitted by scientists, because under the magnifying glass the substance contains no trace of either vegetable or living cells.

Miss C. T. Wang, a Chinese woman studying in America, has made an extensive study of the nature of the swallow's nest. She has found by chemical analysis the pure substance of the swallow's nest contains 2.52 per cent. of carbonic acid, which when solved in hydrochloric acid, yields 0.033 per cent. of phosphorus and 1 per cent. of sulphur.

The nest is rich in albuminous matter. There is a variety of albumens contained in the swallow's nest, in which the percentage of nitrogen varies from 3.39 to 24.6 per cent.

As a food the swallow's nest is digestible by both the digestive ferment from the salivary glands and the gastric juice, but the process of digestion is not so easy as with hard-boiled eggs. For nourishment its value is questionable since the albumen contained in the swallow's nest is not an adequate substitute for the albumen contained in other food stuffs which is necessary for the sustenance of life.—From Bulletin of the Chinese Government Bureau of Economic Information.

CANTON-KOWLOON RAILWAY.

THE PROTECTION OF THE CHINESE SECTION.

The *Canton Daily News* says:—The Military authorities have decided to have the Chinese section of the Canton-Kowloon line divided into three divisions, each to be patrolled by the troops of a responsible commander. According to the Chinese Press, the troops of General Li Fock Lum, General Lau Yuk Shan and General Lu Shi Tai will be jointly responsible for the protection of the whole Chinese section of the line.

INDUSTRIAL RESEARCH IN CHINA.

The Peking Technical College has organized an Institute of Industrial Research. The institute's work is collecting the classifying products from all over China, both raw and manufactured, and investigating and comparing the nature and quality of material with a view to devising means for improvement or to extending its use. Collecting is being carried out by sending out circulars and publishing advertisements, requesting samples and special information. Blank forms are provided containing a list of inquiries concerning name, form, variety, where and how produced or manufactured, trade mark, sellers, market, export, quantity produced, local price, local uses, etc. The institute offers to pay all expenses of forwarding and delivery.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

JULY 12th, 1923.

Hongkong and Shanghai Banks	\$ 7.90 b.
Union Insurance	\$ 23 1/2 b.
"Star" Ferries	\$ 62 b.
China Sugars	\$ 215 s.
Kowloon Wharves	\$ 103 b & m.
Hongkong Land	\$ 280 s.
Humphreys Estates	\$ 28 s.
Cements	\$ 301 b.
Hongkong Ropes	\$ 43 1/2 b.
China Providents	\$ 21 s.
Dairy Farms	\$ 25 1/2 b.
Hongkong Tram	\$ 23 1/2 b.
b-buyers; s-sellers; m-middle.	

MOTOR-CYCLES ON FERRIES.

The Star Ferry Company's attention having been called to the serious inconvenience frequently caused by several motor cycles being transported on the one launch, the Committee urged the Company to limit the number of machines to one per trip. The Company replied promising to consider the matter and this week the Committee was able to report marked improvement, especially during the rush hours.

MANUFACTURED BY

Messrs. MAPPIN and WEBB, Ltd.



Special Value
CASE OF 6 BEAUTIFULLY MADE
STERLING SILVER TEA SPOONS

\$15.00

ACTUAL SIZE
—OF SPOON—

The above is one of the many attractively priced gift cases in our recently enlarged Silver Department.

1st FLOOR.

LANE, CRAWFORD, LTD.

THE BAKERY DEPARTMENT

OF

CAFÉ WISEMAN

All Bread sold by Café Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Café Wiseman Bread can be had in the following kinds:—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

COLUMBIA

GRAND OPEPA RECORDS.

6011 "TOSCA" ... SYMPHONY ORCHESTRA.	A 6167 "FAUST" ... OPERA HOUSE ORCHESTRA.
SELECTIONS PARTS 1-2.	SELECTIONS PARTS 1-2.
A 6143 "LA BOHEME" ... OPERA HOUSE ORCHESTRA.	453 "TANNHAUSER" ... SYMPHONY ORCHESTRA.
SELECTIONS PARTS 1-2.	PASTORAL.
	"LOHENGRIN" ... SYMPHONY ORCHESTRA.
	INTRODUCTION ACT. 3.

ETC.

AT

ANDERSON'S.

Powell Ltd.

TELEPHONE C. 3146.
HONGKONG HOTEL BUILDINGS.

"BY TEST THE BEST."

TIMES MAY CHANGE
BUT NOT OUR

QUALITY AND VALUE.

We Specialize in Gentlemen's
High-class Wear.

For many years our customers have recognized the superiority of our goods, we are maintaining that high standard by stocking only the most reliable and up-to-date goods procurable.

WE INVITE COMPARISON.

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of 43 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1923, at the rate of \$4.35 per Share.

The Dividend will be payable on and after TUESDAY, the 17th AUGUST, 1923, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 23rd July to SATURDAY, the 4th AUGUST, 1923 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, 10th July, 1923. [1052]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per Share for the Six Months ending 30th June, 1923, is PAYABLE on WEDNESDAY, 28th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 8th August (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 10th July, 1923. [1050]

WE are Selling a Small Stock of Below-mentioned Goods in Whole or Half Piece Lots (50 Yards Per Piece):—

Finest Quality WHITE COTTON DRILL 27's @ 62 cts. per Yard.

Do. COLOURED ALPACA 54" @ \$3.35 per Yard.

Do. PROOF UNION SILK 34" @ \$5.00 per Yard.

IMPORT DEPARTMENT,
SHEWAN, TOMES & CO.

[1053]

NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'OSTA"

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, SUEZ, COLOMBO, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Rowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 7th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 7th July, 1923. [1041]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID, SUEZ & STRAITS.

THE Motor Vessel

"GLENBET"

Having arrived from the above ports, Consignees of cargo, by or for are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 10th July, 1923, at Noon, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS, on 14th July, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered, must be presented on the special form, provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 9th July, 1923. [1045]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"NAGPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on WEDNESDAY, the 18th July, taking cargo for the above ports.

Side and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

The further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 10th July, 1923. [1042]

INTIMATIONS

NEWS FROM THE OLD COUNTRY.

SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, The Bits, Pearson's, etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

Send 13/- to-day to
PERIODICAL POSTING CO.,
PLYMOUTH, ENGLAND. [1781]

NOTICE

TAKE NOTICE that the SALE advertised Below, which has been frequently postponed, pending Negotiations between the Parties Concerned, will now, the Negotiations having finally Broken Down, positively take place on JULY 17th, the Date advertised Below.

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

PUBLIC AUCTION

IN ONE LOT

On

TUESDAY

The 17th Day of JULY, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDRELL STREET.

THE Property consists of First ALL

THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION

A of INLAND LOT No. 2168 together with the messuages, erections or buildings thereon now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which pre-

misses are held for the residue of the term of 75 years from the 15th day of May, 1916,

created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Vaux Road Central,

and

Messrs. LAMBERT BROTHERS,

Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

MONDAY, the 16th JULY, 1923,

commencing at 3.00 P.M.,

at their Sales Room, DUNDRELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 20-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours.

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned.)

Terms:—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMBERT BROTHERS,

Auctioneers.

G R

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale to be held on MONDAY, the 16th day of July, 1923, at 3 p.m., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of one LOT of CROWN LAND at Tai Kok Tsui in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown plot to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Re. of the Lot:—

Locality:—

Boundary Measurements:—

Contents:—

Annual Rental:—

As per sale plan, \$4,450 50 5,800

[1049]

TENDERS WANTED.

RELIABLE CONTRACTORS are invited to tender for the following Works:—

Over 30,000 cub. feet Cylindrical and Fine Punched Granite.

Over 20,000 cub. feet Brickwork.

For Particulars, apply to the

HONGKONG REALTY & TRUST CO., LTD.,

ARCHITECTS,

Fowell's Building,

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.,

SHARE AND LAND BROKERS,

No. 2, Des Vaux Road,

2d Floor,

Telephone No. C 4303.

[107]

INTIMATION

TOILET SOAP BARGAINS

Yardley's Oatmeal Soap... 50 cts. per box

Coal Tar Soap... 50 " "

Carbolic Soap... 50 " "

Colgate's Floating Bath Soap... 20 "per Tab

Vinolia L. & L. Soap... 50 " per box

Carbolic Soap... 50 " "

Coal Tar Soap... 50 " "

Medical Soap... 31.20 " "

Terebene Soap... 1.20 " "

Zambuk Soap... 1.75 " "

Cimolite Soap... 1.00 " "

Colgate's Sulphur Soap... 60 cts. "

Zenobia Assorted Soap... 5.00 " "

Savon Pate Ammanes... 25 cts. Tab. 2.75 per box 1 doz.

Rimmels Cologne Soap... 1.50 per box

J. & J's Baby Soap... 1.35 " "

Gerard's Eucalyptus Soap... 10 cts. Tab. 1.00 per doz.

Piver's Soap assorted... 3.00 per box

Oatmeal Soap... 1.00 " "

Antezema Soap... 1.00 " "

R. & G's Heliotrope Soap... 5.00 " "

Savon Fleur D'Amour & Ambre Rose... 5.00 " "

Assorted Best... 3.75 " "

Round... 2.25 " "

[1054]

A. S. WATSON & CO., LTD.

Hongkong Dispensary

TELEPHONE CENTRAL 16.

DEATH.

DONNELLY.—Belle, beloved wife of Denis E. DONNELLY, on the 8th inst., in London. (By cable.) [1054]

Hongkong Office: 10A, Des Vaux Rd., C.

London Office: 131, Fleet Street; "E.O.

[1054]

The Daily Press

HONGKONG, JULY 13TH, 1923.

INDUSTRIAL DEVELOPMENT.

THE sale of twenty-three acres of Crown land in the neighbourhood of Castle Peak, as a site for brickworks, reported in yesterday's Daily Press, throws a light on the possibilities of industrial development in the New Territories. We understand that there were five or six syndicates competing for this land, and the result was that a site which the Government was prepared to sell for \$975 fetched at auction no less than \$63,300. The purchasers are bound by the conditions not to use the land for any purpose not directly connected with the operation of a brickworks, and to spend within two years from the date of purchase a sum of not less than \$300,000 in the construction of a brickworks capable of turning out not less than 50,000 bricks per diem. Yet, there was such competition for the land that it fetched sixty-four times the upset price. This is all the more surprising because the Economic Resources Committee, when they reported in 1920, although they mentioned brick-making as among the principal industries of the New Territory, made no suggestion that it was one that could be profitably developed. So far as they were able to get answers to their questionnaire regarding the annual production of the industries of the Colony they were able to show a production of only 370,000 bricks a year, of a total value of \$5,150, and their Report did not suggest that this was one of the industries capable of large development. Perhaps the need and the possibilities of the industry were not so clearly recognised then as they are to-day.

During the past few years a great scarcity of bricks has been experienced by builders in the Colony. Building work has been hampered by it, and the late Director of Public Works, in a speech in the Legislative Council last autumn, when the annual budget was under discussion, said the price of bricks, in consequence of the demand being so much greater than the supply was "undoubtedly a great factor in the cost of building." Mr. PARKINS at that time mentioned that "Chinese interested in these matters had been approached with a view to inducing them to start brickfields in British Territory, more particularly near the railway at Lofu." But for some reason or other those negotiations have not yet resulted in the establishment of such works there. It is evident, however, from the fact that there were five or six syndicates competing strenuously for the site for brickfields at Castle Peak which was put up to auction on Tuesday, that there is money to be made out of the manufacture of bricks. The scarcity has been such that it was suggested in the Legislative Council that the Public Works Department should manufacture what bricks it needed for the many public works it has in hand, but in spite of the fact that the Quarry worked by the Department has been operated successfully, the Director regarded it as "an object lesson as to the difficulties to be encountered in running concerns of that nature by direct labour" and he was not prepared to recommend a brickworks undertaking, as "the difficulties would be magnified if the works were at a distance from headquarters." The field is, therefore, left entirely to private enterprise, and it is very encouraging to see that there are groups of Chinese capitalists interested in the industry who are so satisfied of the prospects of undertakings of this character that they are prepared to pay almost any price for suitable sites. We cannot find in the conditions of sale any undertaking on the part of the Government to guarantee the purchasers a monopoly of brickmaking in the New Territories, and we presume the Government would not be likely to put obstacles in the way of the disappointed bidders if they asked for other sites to be put up to auction, for the Government's constant interest is, of course, to promote industrial development in the Colony, and we have no doubt that the lesson of this remarkable auction will not be overlooked. It is evidence of a desire among Chinese capitalists to invest in productive enterprise in the Colony when opportunity affords, and it is an inclination which the Government may be expected to encourage to the full extent of its powers.

SILK FORWARD FROM HERE BY EMPRESS OF RUSSIA ON JUNE 14TH, ARRIVED IN NEW YORK ON JULY 8TH, HAVING BEEN 24 DAYS IN TRANSIT.

A Canton harbour notification has been issued to the effect that on and after July 15th a system will be introduced, by which will indicate, by night, by means of coloured lights, the direction of a gale expected in Hongkong. The signals appear to be similar to those used in Hongkong.

THE CHEUNG CHAU LAUNCH TRAGEDY.

MORE BODIES RECOVERED.

Five more bodies were picked up on Wednesday by the Water Police from the Harbour, but they are unable to state definitely whether all of these or any of them were passengers on the ill-fated ferry launch, *Foo Din Yai*, which turned turtle on Sunday with a large number of passengers on board.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 12 noon, yesterday:—

1.—Cyclone or typhoon E. of the Northern Visayas or South-Eastern Luzon direction unknown.

2.—Cyclone or typhoon North of Yap, moving N.E.

MOTOR-CAR ACCIDENTS.

A boy aged 14 years of No. 88, Battery Street, Yau-mai, was knocked down by motor bus No. 923 on the Lai Chi Kok Road on Wednesday. He was injured about the face and the driver of the bus took him to the Kwong Wah Hospital for treatment.

A motor-car accident took place near the Repulse Bay Hotel on Wednesday when a coolie woman was knocked down by motor-car No. 777 near the hotel garage. The woman, who was later sent to the Government Civil Hospital, was injured about the head and left leg.

OBITUARY.

MRS. D. E. DONNELLY.

A wide circle of friends will deeply regret to learn that a cable has been received from Home announcing the death of Mrs. Donnelly, wife of Mr. Dennis E. Donnelly, of Messrs. Donnelly & Whyte.

Mrs. Donnelly left Hongkong for England in the autumn of last year. The three girls of the family were taken Home by their mother in 1920, and placed in a school in Bedford. Mrs. Donnelly travelled home again with her young son in the autumn of last year, and on January 23rd gave birth to another son in a London nursing home. Unfortunately, her illness was of a complicated nature and severe malaria supervened. Her life for some time was in grave danger, but she recovered sufficiently to be able to proceed to Bournemouth, where her mother is residing, and the change appeared for a time to be beneficial, but there was a serious relapse and she succumbed on Sunday, the 8th inst.

Mr. Donnelly, who had been in a poor state of health himself, went over to British Columbia a few months ago, expecting that his wife would be able to join him shortly. He acquired a house with a view to settling his wife and family there, so that he might be able to visit them more frequently from Hongkong than if they were settled in England. It was a great disappointment to him to learn that the condition of his wife's health would not permit of her making the journey before the autumn. In the meantime, Mr. Donnelly himself had to go into hospital at Victoria, and was detained there some time. He left for England about a week ago on receiving news that his wife's condition was giving increasing cause for anxiety, and he was due to embark at Montreal or Quebec to-day.

The deepest sympathy will be felt with Mr. Donnelly by his many friends, not only in Hongkong but in Shanghai, where both Mr. and Mrs. Donnelly were well-known. The late Mrs. Donnelly was a Shanghai girl, being the daughter of Capt. R. Johns, who in the latter part of his career was agent for Messrs. Jardine, Matheson & Co. at Wuhu. Her mother and one married sister are at present in England. Mrs. Donnelly was about 37 years of age.

CORRESPONDENCE.

BENEFIT PERFORMANCES.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]—

Sir,—The latest contributor to this discussion, Mr. L. J. Morley, claims to have read my letters. That being so, I think those who have followed the correspondence will agree that he has been guilty of a number of terminological inaccuracies. Whether these are the result of deliberate intent, or of a too-hasty perusal of the letters, I am not in a position to say, though they certainly savour of partisanship. The epithets which he applies to me may be allowed to pass—for what they are worth.

Mr. Morley says that I "undoubtedly have an axe to grind either against the London Hospital or against the Coronet Theatre." Why? My letter was not published till after that particular performance had been held.

Mr. Morley's next two inaccuracies may be taken together. He says that I infer certain things, and that my remarks were directed against individuals and not against institutions. This in spite of the accusation that I have "an axe to grind" against the London Hospital.

Now, Sir, my remarks were plain statements of fact, which, up to the present, have not been refuted, and, further, not a single individual was mentioned.

Out of all this chaff we may be able to eventually sift a little wheat, but the only outstanding fact we have so far adduced is from Mr. Ray's contribution. He informs us that advertised benefit performances receive less support than ordinary ones. For that reason I again respectfully submit that it would be better were they either not announced as benefit performances or that some form of government supervision be introduced.

In conclusion, Sir, I desire to say that, until something of a more edifying nature than mere abuse is introduced into the argument I must withdraw.—Yours, etc.,

PRO BONO PUBLICO

FAR EASTERN CABLE NEWS.

[THROUGH RUITER'S AGENCY.]

PROTECTION OF FOREIGNERS IN CHINA.

AMERICAN AND ENGLISH VIEWS COINCIDE.

LONDON, July 11th.

With reference to the prospects of an Anglo-American agreement regarding the better protection of foreigners in China, the Daily Telegraph's diplomatic correspondent learns that an intimation has reached London that, subject to certain reservations, on points of detail and a general proviso safeguarding the principle of Chinese sovereignty, the views of Washington approximate very closely those held in London.

ARMS TRAFFIC IN THE FAR EAST.

SENSATIONAL ARRESTS AT SHANGHAI.

SHANGHAI, July 11th.

The American Authorities are investigating startling disclosures revealing the existence of a widespread traffic in arms and ammunition to China. It is alleged that Shanghai is the headquarters for the traffic with agencies throughout the Far East. The Authorities have issued a warrant for the arrest of Captain Kearney, Commander-in-Chief of the Chekiang Navy, who, it is alleged, carried out a large deal in arms with the Russian refugees under Admiral Stark.

A further development took place to-day, culminating in the arrest of a journalist named Mrs. Stein and a well-known local baseball player named Maloney. They were charged with complicity in the traffic.

ANTI-JAPANESE BOYCOTT.

JAPANESE CHAMBERS OF COMMERCE HOLD CONFERENCE.

SHANGHAI, July 12th.

A conference of the Japanese Chambers of Commerce in China, on the question of the conditions resulting from the anti-Japanese boycott, at which representatives of the Chambers of Commerce in Japan will attend, opens to-day. The first day's proceedings will be the hearing of reports from the various districts.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]BRITISH EMPIRE EXHIBITION
RECORD OF STEADY PROGRESS
FOR JUNE.

London, July 11th.

The report of the Board of the British Empire Exhibition for the month of June, records a steady progress and confidently forecasts that everything will now work harmoniously to a conclusion of the great task of making the exhibition a complete success. The report speaks of the gratifying evidence of progress and enthusiasm at Home and in the Dominions and Colonies. The space available for exhibitors has been almost completely taken up, and as a result of the conferences with the police it can be confidently anticipated that there will be no reasonable ground for criticism regarding traffic arrangements in the future.

The expenditure, up to May 21st was \$1,140,000; compared with the estimated expenditure \$1,280,000.

BRITISH RUBBER TYRES.
FRENCH COMPETITION KEENLY FELT.

London, July 11th.

At a meeting of the British Rubber Tyre Manufacturers' Association, the Chairman, in referring to the serious situation created through a French competitor cutting prices, declared that some members of the association were compelled to seriously contemplate closing down until it became possible to carry on a reasonably profitable business.

SEIZED SHIPS LIQUOR.
THE QUESTION OF OWNERSHIP.

Washington, July 11th.

Some French and other steamship lines have begun diplomatic negotiations for permission to draw on their seized liquors—held in U.S. Government warehouses for medicinal purposes—for their eastward voyages.

The prohibition officials regard the seized liquor as forfeit, and express doubts in regard to the success of the negotiations.

SOLDIERS KILLED BY LIGHTNING.

Baltimore, July 11th.

Soldiers belonging to the fifth regiment of the Maryland National Guard have been struck by lightning. Three were killed and ten injured.

EARLIER CABLES.

THE FRENCH NAVY.
WASHINGTON TREATIES CRITICISED.

Paris, July 11th.

The Senate by 207 to 2 has adopted the Washington naval and Pacific treaties. Speaking on behalf of the Naval Committee, M. Loubeyrie enumerated the advantages under the Treaty. He declared that Japan shared with Britain and America (domination of the waters of the globe, whereas France was placed on an equality with Italy, although the former had a part to play in the North Sea as well as in the Mediterranean. He thought at least an equivalent of the 80,000 tons granted to Germany by the Washington Treaty for the North Sea might have been added to the French ratio. Nevertheless, he recommended ratification.

M. Raiberti, minister of Marine, declared that the Treaty of Washington served the cause of peace and he urged ratification with a view to maintaining friendship between the contracting Powers.

NEW GUINEA.
CRITICISMS REGARDING ADMINISTRATION REFUTED.

Melbourne, July 11th.

In the House of Representatives, Mr. Bruce, the Prime Minister, in a long speech vigorously combated the recent newspaper criticisms of the administration of New Guinea. He dwelt on the harm such statements are likely to cause in view of the forthcoming meeting of the Mandates Commission, and promised during the recess that there would be a thorough investigation of the charges of misadministration, also that a Parliamentary delegation would be despatched to the spot.

Mr. Bruce declared that many of these statements were from sources which were liberally fomenting German propaganda against Australia.

"DRY" LINER'S TROUBLES.
MEMBERS OF CREW SUMMONED FOR DESERTION.

London, July 11th.

Twenty-two summonses have been issued against the British members of the crew of the a.s. *Lepanthos* on the vessel's arrival at Southampton. The *Conard* Line state that this action is not merely punitive, but is also designed to end desertions, numbering six hundred during the past five months, the men being tempted by the higher pay on American vessels.

Although the *Lepanthos* is officially "dry," many passengers brought liquor on board, the unconsumed portion being seized or charged for by the British customs authorities.

PRINCE OF WALES TO VISIT CANADA.

London, July 11th.

It is learned that H.R.H. The Prince of Wales proposes to visit Canada early in the autumn, privately. He will not accept any official engagements.

DOCKERS STRIKE ENDING.

London, July 11th.

The unofficial strike committee in London has called off the dockers' strike, and the men will be resuming to-morrow.

BRITISH TRADE RETURNS.

London, July 11th.

The British imports for June were £80,307,000; exports, £82,883,000; and re-exports, £10,934,000.

OBITUARY.

M. ALBERT CHEVALIER.

London, July 11th.

The death has occurred of the comedian, Albert Chevalier.

[Albert Chevalier, author of more than a hundred sketches, monologues and plays, made his first appearance on the stage when eight years of age. Later, he was associated with such well-known stage personages as the Kendals, John Harry, Piers, and the Laurelles. He made very successful tours in the provinces and in America, and gave over 1,000 Chevalier recitals in Queen's Hall, London. Deceased was in his 63rd year.]

MR. BALDWIN'S SON.
A CHAMPION OF SOCIALISM.

Mr. Stanley Baldwin must be the first British Prime Minister with a son who is a proved Socialist. Mr. Oliver Baldwin, who is one of the Premier's six children, has suffered prison, starvation, and almost death itself for the cause of Socialism. In appearance he is the typical young English public-school man. He is 24, fair-haired, fair-moustached, blue-eyed, and reserved—and in the European war he followed the traditions of his breeding by service in the front line, but showed his disregard for those traditions by entering through the ranks.

The story of his extraordinary adventures and privations was told to the *Westminster Gazette* in the quiet seclusion of the drawing-room at 11, Downing Street last month. It makes strange reading. Indeed, it looks as if the young man has something else the matter with him besides Socialism.

"It was in September of last year," he said, "that I went to America at the request of the President of the Republic, as an instructor to the Army during the Turkish-Armenian war. We were beaten by the Turks in November, and next month the Bolsheviks swept down and took the country by force."

"One of their first acts was to throw me into jail, together with many social revolutionaries and Socialists of the Second International. In this, as in many other acts, they showed themselves completely regardless of the welfare of Socialists and lovers of liberty."

Mr. Baldwin produced from his wallet an orange-coloured card which, he said, was a certificate of his membership of the Dashkewitz, one of the most powerful of social-revolutionary parties.

"I esteem my election to that body," he said, "as my greatest honour, especially as I was its only non-American member."

"At that time I was a witness of one of the vilest acts committed by the Bolsheviks; before my eyes they executed seventy-five Armenian Socialists."

"I was let out on parole about 16th January, after six weeks in prison, and I spent my time going about seeing how Bolshevikism worked."

"Scourged and bleeding though he was, Armenia managed to effect a counter-revolution in February. For some time the Bolsheviks were kept at bay, but at length, in April, the Armenians were forced back into Persia."

"In March I left for Turkey, armed with a passport given by the German Consul for safe conduct across Turkey. I know now that it was only a trap for me. In the horrors of the march across the Caucasus perhaps the worst were that I was snow-blind and frost-bitten. I was accompanied by an adjutant, a fine fellow, who is now starving in Germany."

"At Alexandropol I was arrested by the Turks, and sent to prison at Kara for a month. Then I was moved to another prison, where I was shut up with chains on my feet and starving for five more weary months. I used to crawl about on my hands and knees looking for crumbs and other scraps of food."

"During that time the Bolsheviks asked for me to be handed back to them for execution, but the Turks were not quite so unprincipled as that. But in prison with me were two Communists who were executed outside my window."

"At last an exchange was fixed up, and after a weary walk from Erzerum to Trebizond I made my way back to England."

Mr. Baldwin spoke with a touch of melancholy of the future. "There is nothing for me to do here now," he said. "The British Labour Party have broken my heart because, while ostensibly belonging to the Second International, they buck up at every turn the Third International of Moscow, which is every day crushing liberty and murdering anyone who raises his voice in defence of public right. So in September I am going out to British East Africa, where, with Nature as the common enemy, all men are united in the great work of building up instead of pulling down."

Submitting estimates amounting to nearly fifteen millions for the salaries and expenses of the Ministry of Pensions, in the House of Commons on June 5th, Major Tryon pointed out that while in 1920 the expenditure was 106 millions and in 1921 95 millions, it was estimated this year at £73,656,240, the actual reduction in the cost of administration this year being nearly nine millions. He denied that the saving had been secured by the reduction of pensions concessions which he enumerated, accounting for eight millions during the present year.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE NEW NAVAL AND AERIAL BASES.

FREE SITES TO BE GIVEN BY STRAITS GOVERNMENT.

London, July 11th.

Lord cheers greeted the announcement by Mr. Amery in the House of Commons, in reply to Mr. F. G. Penny, that the Duke of Devonshire had received a message from the Governor of the Straits Settlements that, with the concurrence of Unofficial members of the Executive and Legislative Councils of the Colony, sites for a naval base and an aerodrome at Singapore would be acquired by the Government of the Colony and handed over as a free gift.

A message has been sent to the Governor expressing the Imperial Government's warm appreciation of this very generous and welcome patriotic gift.

DISCUSSION IN HOUSE OF LORDS.

London, July 11th.

In the House of Lords, proposing a resolution expressing the opinion that the contemplated naval and air expenditure was disproportionate, Lord Wimburn criticised the Singapore scheme.

Lord Lidlithgow warmly championed it, as being by far the cheapest way of rendering British seapower effective in the Far East, and remarked that the British Parliament and the country would learn with a very lively sense of gratitude and pride of the gift of free sites by the Government of the Straits Settlements. Even assuming that the battleship became obsolete, aeroplanes would need a base in the Far East.

Lord Haldane said it was very nice to be able to dominate the Pacific, but the command of the air was more urgent than naval power.

Lord Salisbury, replying, said it was part of our fundamental obligation to provide for the defence of all the Dominions. He, incidentally, expressed the profound satisfaction of the Government that France was taking the necessary steps to ratify the Washington agreement.

"THE POSSIBILITY OF WAR WITH JAPAN."

London, July 11th.

Viscount Grey, referring to the proposed naval base at Singapore, thought it ought quite frankly to be admitted that the contingency in view was the possibility of war, in the future, however remote, with Japan. He trusted that the memory of the Anglo-Japanese Alliance would remain in both countries and make a conflict exceedingly unlikely. Both were members of the League of Nations and could not go to war against each other without violating their word in signing the covenant. Was the Government perfectly persuaded that a Singapore dock was a better way of protecting Australia and New Zealand than naval bases in those countries themselves? In the unlikely contingency of an Anglo-Japanese conflict it was humanly absolutely certain that it would be a racial conflict in which the United States would be involved on the same side? He was not at all clear that to spend money on a Singapore dock would be the best way to prepare for that contingency, or that it was not going to make matters worse. He suggested that it was calculated to evoke corresponding expenditure by other Powers and lead to further increases, and thus defeat, in the long run, the very objects which the Washington agreements were designed to secure.

Lord Grey agreed as to the necessity for increased air expenditure but referred in grave terms to the beginning of competition in armaments with France. If European competition in armaments proceeded it would lead to another war in which all would go down together. He urged making the League of Nations more of a reality.

Lord Salisbury, replying to Lord Grey, declared that there was no suggestion whatever, so far as he knew, from any Government relative to Singapore. The motion was negatived without a division.

[BY COURTESY OF "THE DAILY BULLETIN,"]

THE PRESIDENTIAL STRUGGLE.

Peking, July 11th.

General Hsiung Ping Chi is working hard for the election of Tsao Kun by legal means as far as possible.

His first object is to fill the vacancies in the Cabinet, so that the latter can carry on the Presidential functions.

General Hsiung Ping Chi is at present urging Wang Ko Min and Dr. Wellington Koo to take up their posts.

The opinion is held in official circles that Wang Ko Min will take up his post on Monday, and that possibly Dr. Wellington Koo will do likewise.

After the Cabinet is completed, General Hsiung Ping Chi hopes to persuade the members of Parliament to speedily complete the Constitution, after which it will elect a President.

The chief difficulty in the scheme is that of obtaining a quorum in Parliament, but the opinion is held that this may be surmounted by appointing new members in place of those who have left Peking.

The opinion prevails in many quarters that Wang Ko Min's appointment may lead to a settlement of the gold franc problem.

THE SALT ADMINISTRATION.

Peking, July 11th.

The Chief Secretary to the Cabinet, Chang Ting Ao, is being appointed Director of the Salt Administration.

THE FIGHTING IN KWANGTUNG.

MISSIONARIES VISIT THE NORTH RIVER REGION.

The following letter by Rev. J. R. Saunders of Tungshan, by the *Canton Daily News* gives an interesting account of recent visit to the fighting zone in the North River:—

On the first day of July Rev. A. R. Gallimore and myself with four Chinese left Canton on a troop train to go as far up the North River as we could. We were told that we could go as far as Lin Kong How, but they could not promise us that we could go any further. We found, however, when we reached Lin Kong How that there was a train going to Yingtak. We reached Yingtak the first day and found Yang Hsi Min's headquarters were there. We received permission from him to go on up the line as far as the troop trains could go, but fighting was reported below Shiu Kwan and the track torn up so trains could not reach Shiu Kwan, yet we took the troops and coolie train the next morning and found that the track was repaired and we were on the first troop train reaching Shiu Kwan. The officials in the army and along the railroad refused us nothing we asked and did all they could to hasten our visit to that section.

THE OBJECT OF OUR VISIT.

After talking with the United States Consul-General in Canton, we decided that it would be wise to attempt to pass through both the Northern and Southern armies if necessary and rescue three American missionaries in that section. Also we wanted to look into the situation bearing on the relief of the wounded and suffering and see if we could render any aid to the many wounded soldiers. We found the three missionaries—young ladies—and looked into the relief work. The dead and wounded were found all along from Yingtak up, lying along the railroad and in the stations, and in the cities. The wounded in the Southern army had been brought back to Canton with few exceptions, many of the wounded of the Northern men were taken with the retreating army as they returned to Kiangsi, yet the wounded men belonging to the Northern forces, but are from this Province and Kwangsi mostly, were left at Yingtak and Shiu Kwan. Of these wounded there are still about five hundred left mostly at Shiu Kwan. The Northern forces cannot help them, the Southern forces have not yet shown any disposition to aid them, and the citizens say they cannot, even if they were inclined. This is an opportunity and a responsibility to reveal to the Chinese the spirit and love of Jesus Christ, which we have come to reveal in its most attractive power.

THE SITUATION AT SHIU KWAN.

The Southern forces were in complete control. The Northern army had retreated several days before, yet hotly pursued by the Southern army. Very heavy fighting took place around Yingtak for days and weeks, yet when the Northern forces lost out at Yingtak, Shen Hung Ying crossed the mountains with a small army north-east of Yingtak and the regular Northern army made a rapid retreat, yet in fairly good order, north to Shiu Kwan and from there towards Nam Hung and back to Kiangsi Province.

We had to return to Canton bringing the three missionaries for whom we made the trip, yet these missionaries were responsible for a large student body at Shiu Kwan. The schools had been dismissed, yet the school children must be sent to their homes. Most of these children and young people had their homes along the railway between Shiu Kwan and Yingtak. The officials at Shiu Kwan gave us a special car to use on the first troop train leaving that city. There were three generals in Shiu Kwan each with a train. They wanted to leave for Canton and each promised to bring our car just as soon as his train left, but after the problems of the day came on, it was found that these generals could not leave the day we were booked to leave. Dr. Sun was coming the next day and they must remain, yet near night order came that no train would leave for Yingtak or Canton that day, hence we were told we had better go back to the city and try the next day to come down. However, one man from Yang Hsi Min's headquarters at Shiu Kwan came to me and asked me to go with him and see what we could do. We went and General Yang's officials said they were sending us down to Yingtak that night on a special train. They started us down about nine o'clock at night stopping the train wherever we wanted it to stop and going when we wanted it. We reached Yingtak safely and found that there was a special leaving very soon for Canton. We were permitted to come on this special to Canton with the few students. Everywhere we were given all possible aid. From the highest official to the common soldier we were treated with "no little kindness."

CHINESE LABOUR IN CANADA.

BILL TO EXCLUDE ORIENTALS.

PREMIER'S TRIUMPH.

[FROM THE CANADIAN CORRESPONDENT OF "THE TIMES."]

Twenty years ago there were 14,000 Chinese in Canada. To-day there are 53,000. It is therefore not surprising that when Mr. Stewart, the Minister for the Interior, submitted his Bill on the regulation of Chinese immigration, Parliament subjected it to a very rigid examination. Of the 53,000 Chinese in the Dominion, it is estimated that 38,000 are in British Columbia. While there is not complete unanimity of feeling in the Province, it is certain that the general sentiment is in favour of absolute exclusion of Asiatic immigrants. In the older Provinces there is less feeling on the subject, but this, British Columbia contends, is because Eastern people escape the pressure of Asiatic competition and have no actual knowledge of the social and industrial conditions which such immigrants produce.

British Columbia numbers, in addition to its Chinese population, some 20,000 Japanese and 2,000 Indians. In fact, out of the 75,000 odd Orientals in Canada, probably 55,000 are in British Columbia. They control by lease or ownership 27,000 acres of the best land in the Province. In the lumber mills thousands of Chinese are employed, and they have almost a dominant position in the coast fisheries. In Vancouver there are 40 Chinese butchers, 50 barbers, 172 grocers, 30 jewellers, 201 tobacconists, 29 wholesale dealers, 169 hawkers and peddlars, 50 boot and shoe dealers, five publishers, 54 stationers, and they control 144 confectionery shops, 63 clothing stores, 38 express and dray businesses, and 39 restaurants. There are also represented many other pursuits and callings. It may be that without the Asiatics, British Columbia would suffer from a far more acute shortage of labour, but that is not a consideration which seems to be influential with the masses of the people.

The chief clauses of Mr. Stewart's Bill, which has passed its third reading in the House of Commons, repeal the Chinese head tax of £100, and provide for the admission under regulation of merchants and students only. Henceforth Chinese labourers will be admitted, if they are admitted at all, only under regulation. Indeed, it is doubtful if there could be any admission of Chinese labourers without future action by Parliament. The Minister said, "We have confined immigration to merchants and students, and we think it best to leave the definition of regulation which can be amended within a day by the Cabinet rather than having to wait for the next Session of Parliament as we would have to do if there was a statutory definition."

CHINESE MERCHANTS.

There was much debate over the proposal to admit merchants. It was stated by Mr. Stevens of Vancouver that before 1920, when the Canadian restrictions upon Chinese immigration were strengthened, only two or three Chinese merchants a month came to Canada. Thereafter the number rose to 25, 30, 40 and even as high as 400 a month, while in one year 1,400 merchants secured admission. It was alleged, too, that there was like evasion under the regulation for admission of Chinese students.

For the future, however, students and merchants who desire to come to Canada will require to have passports from a Canadian officer stationed in China, although the right to examine at the port of entry will also be retained. The student will not acquire domicile or residence in Canada, and will be free to remain only during the period of attendance at the institution of learning which he enters. It was at first suggested that a merchant should have £500 invested in a bona fide business in China, and must show evidence of intention to invest an equal amount in the Dominion, but Parliament finally agreed, at the request of Mr. Stewart, to leave the definition of what constitutes a merchant to the Cabinet. It seemed to be agreed that an absolutely definite provision might often be applied with difficulty while the Government would not be free without a reference back to Parliament to deal with exceptional circumstances or methods of evasion which could not have been foreseen.

Substantially, therefore, the new Act repeals the head tax and excludes Chinese labour, provides for the admission of Chinese students and merchants, and for the appointment of a Canadian officer in China to visa the passports of those desiring to come to the Dominion. One Chinese wife of a merchant or student may also be admitted by regulation, although as to the admission of wives the mind of Parliament was not very clearly expressed. The port of entry for Chinese must be either Victoria or Vancouver. This clause is interpreted by opponents of the Act as meaning that a merchant or student in New York, for example, who desires and has a right to come to Canada, can only do so by way of the two chief ports of British Columbia. The agreement with Japan under which four hundred Japanese may enter the Dominion annually stands, and there were few references throughout the long debate to India or the Indian people in the Pacific Province.

THE PRIME MINISTER.

The Prime Minister, Mr. Mackenzie King, has seldom shown to better advantage in Parliament than during the very critical examination of Mr. Stewart's measure. He was clear and conciliatory, but firm when occasion required, continually anxious that nothing should be said to wound the susceptibilities of China or Japan, and conscious of the position of Canada on the Pacific and the wisdom of fair and courteous dealing with the Asiatic people.

(Continued at foot of next column.)

MANCHESTER MEASURES.

[THE WORLD.]

A writer in a home paper says:—
From the turban of a Mussulman to the elogs of a cotton-operative, the measurements of every garment worn by man are known. Hats are sent all over the world, but heads vary, as do styles, and the requirements of South America are not those of Salford. The Italian working in the mines of Italy is patriotic enough to wear a hat made in his own country if he can get one, but more often than not his headgear comes from Denton or Stockport; and it is certain that some portion of his clothing, like that of the natives around him, has passed through the hands of a Manchester shipper. It was a Manchester cap factor who first discovered that heads were not round but oval, and made his caps that way, to the greater comfort of mankind. Now caps are made to fit like gloves and are hand-tailored.

But it is the manufacturer of ready-to-wear clothing who is in possession of most of our cherished secrets. We may think that our figures are unique, knowing that we are, perhaps, a little under-developed on one side or too bulky on the other.

But the manufacturer has certain classifications into which all men fall. Measurement has been reduced to such a science that it is possible for any normal man to find his exact measure on a manufacturer's chart. But it is a curious fact that, although all Englishmen fall into the same category, Scotsmen and Irishmen are of different build, and therefore require a special classification. The reason why a Scotman prefers a loosely fitting coat, while a Londoner wants one cut to the figure, is hard to fathom. But the manufacturer knows that it is so, and makes his plans accordingly. Just in the same way shirts made for the home market differ from those intended for Scandinavia. The Englishman has a flat back, and his measurements do not conform to those of the Norwegian or Dane.

But what secrets are locked up in the warehouses and factories of Manchester! Corset and blouse makers know where the women with the most slender waists reside. The habitation of the tallest and shortest men is discovered, as well as that of those with the smallest heads, and biggest hands and feet. For what Manchester does make in the way of clothing is handled in the warehouses and distributed to all parts of the world.

NELSON'S FLAGSHIP.

LAUNCHING CEREMONY WHICH WAS NOT DESCRIBED.

Of the actual ceremony at the launch of the *Victory*, there is, by a chapter of accidents, now no record nor description extant. There are in the newspapers of the time many interesting accounts of man-of-war launches, of the more important ships—*excellent* one for instance, of the launch of another first rate, the *Erin*, at Portsmouth, in 1762—which makes the loss in regard to the launch of the *Victory* the more disappointing. It was, according to the newspapers, to be a big affair. Said the *Public Advertiser*, the principal London newspaper of the period, about it beforehand, in the issue for May 7th: "This day will be launched at Chatham His Majesty's ship the *Victory*, estimated the largest and finest ship ever yet built. Several of the Lords of the Admiralty Commissioners of the Navy, and many Persons of Quality and Distinction are expected to be present for whose reception great preparations are making throughout the town." It was added that Mr. Woodfall, the editor, had made special arrangements to have a full descriptive account of the proceedings sent him.

The next issue, however, said only this: "Yesterday was launched at Chatham His Majesty's ship the *Victory*, esteemed the largest and finest ship ever built. The particulars have not yet come to hand." They apparently never did. Did the reporter get drunk at the Commissioner's banquet after the launch and lose his "copy" or did he give it up with his pen and cash to a highwayman on Shooter's Hill? The brief paragraph recording the launch; it may be added by the way, was sandwiched in as an item of Domestic News between a paragraph recording the birth of a calf with five legs and recording the perishing of a three-months old baby dropped upside down into a tub of hot water.

There are no further references to the launch of the *Victory* in any of the newspapers of the time; also, no official note or record of the launch seems to be now in existence either at Chatham or among the Admiralty documents at the Public Record Office, or anywhere else. The documents regarding the building and the launch of H.M.S. *Victory* have been removed and are now not traced. It is the official reply given at Chatham to the present writer, on making enquiries there some years ago.

"I do not think," he said, "it is possible to talk of excluding the people of any country, or excluding all of the people—regardless altogether of what their standing or standards may be—and not offend the entire nation concerned. I do not think it is in the interest of Canada, or of any part of the British Empire, that any Dominion of the Empire should knowingly pass an Act, which is certain to be regarded as an act of offence to an entire nation by an entire country."

He also said:—"In dealing with the subject of immigration from the Orient there are two aspects, which, it seems to me, the Committee will do well to keep more or less continuously in mind. First, there is the aspect of our international relations with the great countries that lie on the other side of the Pacific. There is the other aspect, which perhaps appeals more immediately to us, of our own economic conditions and the problems in this country that arise therefrom, particularly where certain classes of our labour are brought into competition with labour from countries which have standards different from our own. As long as we keep these two points of view clearly in mind and distinguish between them, I think there should be little difficulty in solving the problem in between the Orient and ourselves. If, however, we lose sight of the international aspect, and use expressions which are certain to be repugnant to peoples of another part of the world, I am afraid that instead of helping to relieve a very serious situation we shall only be creating a situation which will be infinitely worse."

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information can always be obtained from
the CENTRAL OFFICE, DEPARTMENT OF
STATE RAILWAYS, BANGKOK, SIAM.

[1037]

NAVIGATION BY WIRELESS.

DIRECTION-FINDER AS AN AID TO
SAFETY AT SEA.Of all the scientific aids to safe navigation,
which the twentieth century has brought
forth, none possesses more important
potentialities than the wireless direction-
finder, which in the near future will
certainly be regarded as being as in-
dispensable a navigational instrument as the
ship's compass. Briefly stated, the object of
the direction-finder is to enable vessels to
ascertain their position in any weather con-
dition and at short notice; in other words,
to give the master of a ship eyes that can
see the invisible and ears that can detect
warnings of danger above the turmoil of
the elements.During the war the Admiralty utilized
the direction-finder as a means of securing
accurate information concerning the move-
ments of enemy ships and aircraft, and as a
result of the experience gained, installations
for use in the mercantile marine are
now available in a greatly improved
and simplified form. Their worth at sea
has been so thoroughly demonstrated that
the number of shipping companies which
have fitted their vessels with sets is steadily
increasing. Nevertheless, there are a great
many large passenger-carrying ships with-
out this navigating aid, and in the event
of one of these meeting with disaster in
circumstances under which the ability to
take wireless bearings might have saved her,
her owners would have some awkward ques-
tions to answer.

EASY TO INSTALL.

The direction-finder is almost as easy to
install on board as is the listening-in set
at home, and takes up no more room.
Even an outside aerial is not always em-
ployed, its place being taken by a small
waterproof box on the navigating bridge
containing an aerial of the frame type. The
great advantage of the direction-finder from
the seaman's point of view is that it can be
used in darkness or the densest fog. Thus,
the commander of a large liner reports to
his owners that, with the aid of this device,
he has had no difficulty in bringing his ship
safely into port under weather conditions
which would otherwise have kept him out-
side. Again, a vessel which was on a
voyage from North America to Great
Britain had been unable, owing to thick
weather, to obtain sights after leaving
port. Wireless bearings were taken on
Cape Race when some way out, and it
was discovered that the ship was con-
siderably north of the position in which she
was assumed to be. The course was at once
altered, and when the vessel was passing
Cape Race it was found that the estimate on
the various wireless bearings taken, which
showed that she was likely to pass at a
distance of about eight miles, was absolutely
accurate.

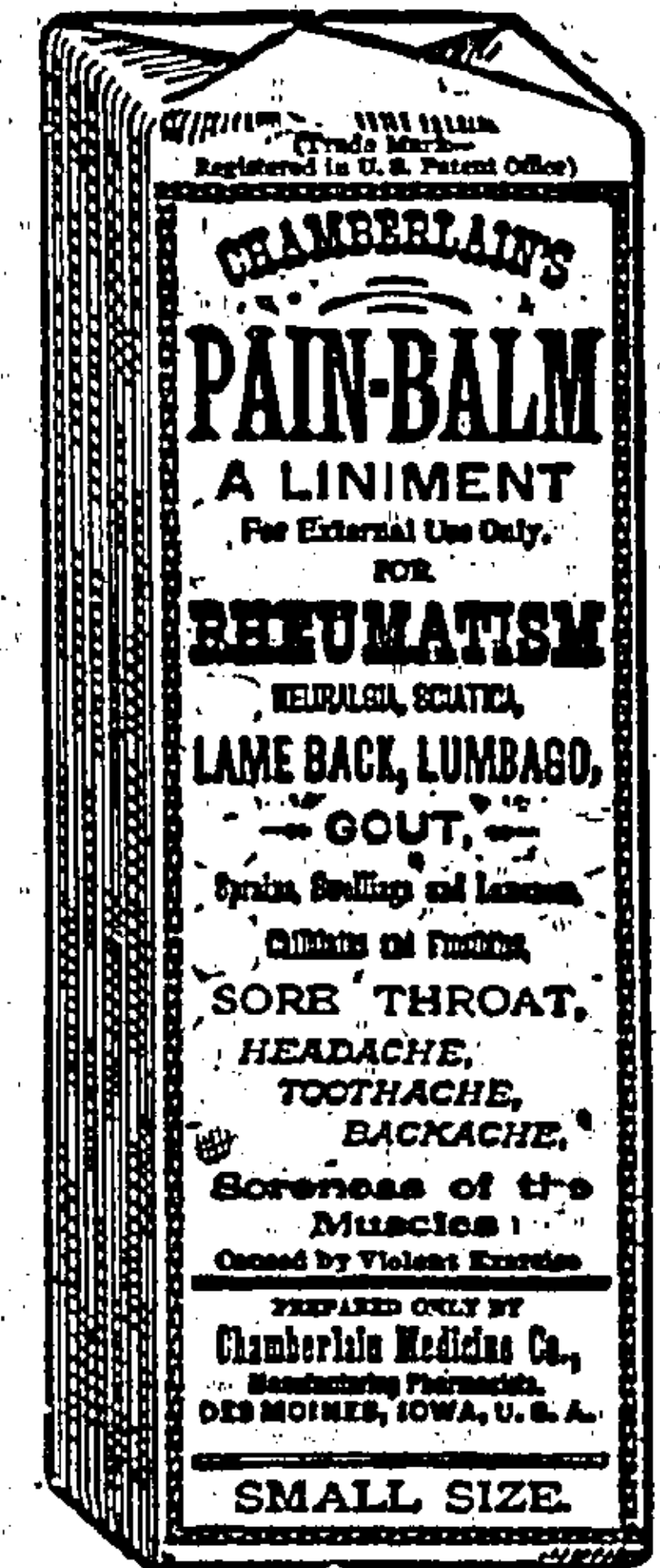
LOCATION OF S.O.S. CALLS.

It is easy to picture similar circum-
stances in which the lack of facilities for
securing wireless bearings might well lead
to a catastrophe. It is a simple matter
for a vessel fitted with a direction-finder
to locate the source of an S.O.S. call.
Many ships in distress are only
able to give positions arrived at by dead-
reckoning, and a case is on record where a
steamer with a direction-finder was able to
ascertain that another which was in trouble
was seventy-eight miles from the spot she
herself had indicated.It is not perhaps generally known that
the Marconi Company have a "wireless
lighthouse" on Inchekeith Island, in the
Firth of Forth. It is the first of its kind,
and with the assistance of its "beams" a
vessel fitted with a special receiver has been
able without difficulty to make her way
through the channels of the Firth in a dense
fog. Other "lighthouses" are, we under-
stand, to be installed in order to facilitate
navigation in dangerous waters round the
British Isles.—Observer.GERMAN DYES SCANDAL
IN U.S.A.According to a telegram from Wilming-
ton, Delaware, the Government has
launched an attack in the Federal Court
with a view to set aside the sale of a huge
number of German dye and chemical
patents, worth over \$100,000,000, to the
Chemical Foundation of America. The
sale was made by Mr. Francis Garvan
while he was occupying the position of
United States Alien Property Custodian.According to the Government's case, as
contended by Mr. Henry Anderson,
Special Assistant Attorney-General, Mr.
Frank Polk, who at the time of the trans-
action was acting as United States Secre-
tary of State, exceeded his authority in
authorizing the sale of the patents. The
Government alleges that President Wil-
son, when in a hurry to suit for Paris in
1918, illegally designated Mr. Polk as
Acting President of the United States,
but alleges that Mr. Polk was never
"sworn in."Another charge is that officials of the
Chemical Foundation were connected with
the Alien Custodian's Office. This new
development has created considerable
sensation in trade circles, as the thou-
sands of German patents disposed of
then are at present being successfully
operated by many American business
houses. Mr. Anderson, in his complaint
to the Court, charged the combination of
American chemical interests, including
DuPonts, with having misrepresented the
facts and, with the aid of the Alien Prop-
erty Custodian, induced Mr. Polk to
sign an order authorising a private sale.
He complained that 4,800 patents over
which the Germans had exclusive control
in the United States went for the ridi-
culous sum of \$250,000, whereas the an-
nual imports of dyes amounted to
\$25,000,000. The present Government's
estimate of the value of the patents as
\$100,000,000 (\$20,000,000) he described as
conservative. Mr. Anderson insisted that
much larger sums could have been ob-
tained for the patents from other pur-
chasers, and that the Chemical Founda-
tion got them at a nominal figure. He
cited the case of patents sold to the
Foundation for \$30, although royalties
had accrued to a total of \$25,000 since the
patents had been seized by the Govern-
ment. In answer to a query from the
bench as to whether counsel maintained
that fraud will develop during the case,
Mr. Anderson replied: "Fraud in law,
yes, but fraud in fact—I hope not."—
Daily Telegraph.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW...	"YATSHING"	Friday, 13th July, Noon.
MANILA via SWATOW...	"WINGSANG"	Friday, 13th July, 3 p.m.
TIENTSIN via WEIHAIWEI...	"CHEONGSHING"	Sunday, 15th July, Noon.
SHANGHAI via SWATOW...	"TAISANG"	Tuesday, 17th July, Noon.
SANDAKAN...	"MAUSANG"	Tuesday, 17th July, Noon.
BANGKOK via SWATOW...	"HOPSANG"	Tuesday, 17th July, 2 p.m.
STRAITS & CALCUTTA...	"NAMSANG"	Tuesday, 17th July, 3 p.m.
YOKOHAMA via AMOY...	"HOSANG"	Wednesday, 18th July, Noon.
SHANGHAI & KOBE...	"YUSANG"	Thursday, 19th July, Noon.
SHANGHAI via SWATOW...	"MINGSANG"	Friday, 20th July, 8 a.m.
HAIPHONG via HOIHOW...	"WAISHING"	Sunday, 22nd July, Noon.
SHANGHAI via SWATOW...	"LAISANG"	Wednesday, 1st Aug. Noon.
KOBE via MOI...	"CHUNSANG"	Saturday, 7th Aug. 8 a.m.
BANGKOK via HOIHOW...		

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and
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All steamers have excellent passenger accommodation, are
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passenger accommodation, sailings from both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passenger and cargo
calling at Haiphong when latest steamers arrive.BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons
steamers, "HINSANG" and "MAUSANG" (both steamers
having excellent passenger accommodation. Cargo taken of
through Bills of Lading for Kuching, Jesselton, Labuan, Tawau
and Labad Data.TIENTSIN LINE—A regular service is run from March to November between
Hongkong and Tientsin, calling at Weihaiwei and Chiaofo.BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok
via Swatow, by five steamers fitted with up-to-date passenger
accommodation.

CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about
Tuesday, 17th July, at 3 p.m., for SINGAPORE, PENANG
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SWETTENHAM and DUTCH EAST INDIES.

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U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharges
"GLENSANDA"	31st July.	"GLENTARA"	21st July.	London, Antwerp, Rotterdam & Hamburg.
"GLENSHANE"	16th Aug.	"GLENIFFER"	7th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENBROOKSHIRE"	27th Aug.	"GLENARVONSHIRE"	11th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENLUCE"	10th Sept.			

Movements are subject to change without notice.
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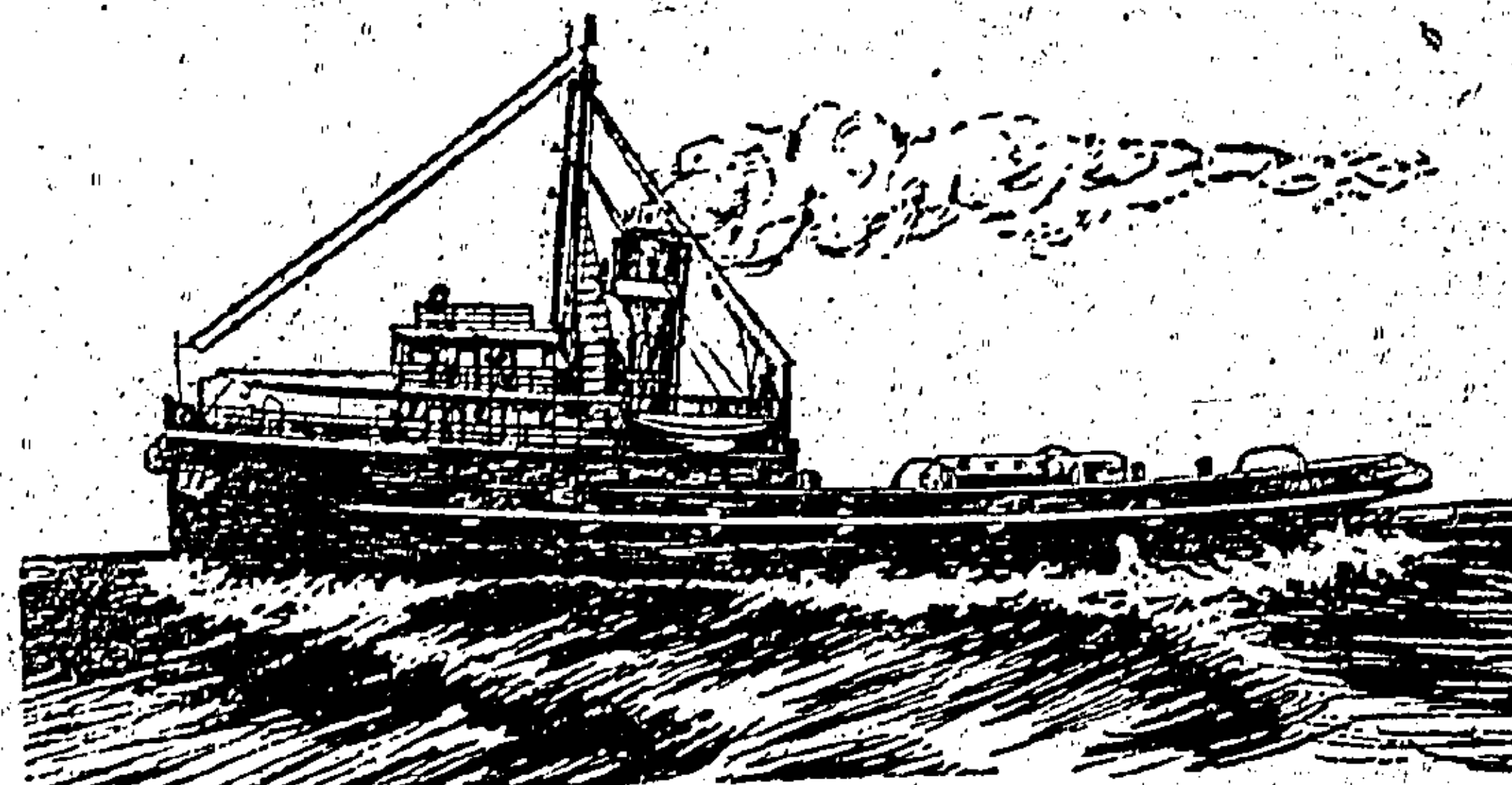
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M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

July 11th
Apney, British str., 1,770 tons, Capt. A. Fraser, from Saigon, with a general cargo.—*Mo Kai Shing*.
Kyokuto Maru, Japanese str., 2,711 tons, Capt. T. Hikiichi, from Chinwangtao, with coal.—*Dalwell & Co.*
Tangetking, Chinese str., 492 tons, Capt. Wong Kam Yung, from Hoihow, with a general cargo.—*Yuen Cheong Lee*.
 July 12th
Chongon, Panama str., from Canton.
Chung Hing, Chinese str., from Canton.
Hop Sing, British str., 1,350 tons, Capt. Van Cortlandt, from Bangkok, with a general cargo.—*J.M. & Co.*
Presat, Norwegian str., from Canton.
Sheaf Lane, British str., from Canton.
Taiwan, Chinese str., 400 tons, Capt. Chan Chun, from Kwangchowwan, with a general cargo.—*Sung Tai Hong*.

CLEARANCES.

July 12th.
Anherst, for Hoihow.
Chongking, for Canton.
Chung Hing, for Canton.
Hop Sing, for Hoihow.
Lee Sing, for Hoihow.
President Madison, for Manila.
Probus, for Foochow.
Sheaf Lane, for Foochow.
Taiwan Maru, for Swatow.
Taiwan Maru, for Manila.
Telembus, for Saigon.

PASSENGERS.

Per R.M.S. *Empress of Asia*, on July 13th:—Mr. H. W. Allen, Mr. and Mrs. Webb Anderson and son, Mr. H. O. Ames, Mrs. E. S. Atkins, Rev. J. Althaus, Capt. B. Bernhard, Mr. A. Bennett, Mrs. M. Beltram and two children, Mr. A. E. Burgess, Dr. (Mrs.) E. Gregory, Miss E. Hinde, Miss S. Hinde, Miss E. Hutchinson, Mrs. E. M. Hall, Miss E. Hammond, Mrs. F. H. McArthur, Mr. E. W. Mumford, Mr. A. C. Morker, Mr. F. P. Neol, Mr. W. Paul, Miss R. A. Raycroft, Mrs. A. C. Shealy, Miss E. Shouley, Mr. H. M. Van Dyke, Mr. H. F. Walling, Mr. J. Worth, Miss F. Yates, Miss A. Bennett, Dr. J. G. Lyon Brown, Mr. J. H. Balm, Mr. F. M. Beltram, Mr. R. Dugan, Mr. J. P. B. da Silva, Mr. J. A. E. da Silva, Mr. H. G. Evans, Mr. A. J. Fisher, Mr. A. R. Johnston, Mr. and Mrs. J. H. Jones, Dr. and Mrs. H. Lievin, Mrs. E. Miller, Miss D. McKeown, Mr. N. B. Maher, Mr. and Mrs. J. E. Neilson, Miss L. Patten, Miss F. Pike, Mr. A. Pratt, Mr. C. E. Powell, Col. A. Bruce Powley, Miss B. Pereira, Mr. J. B. Pearson, Mr. N. E. Shyters, Mr. and Mrs. B. J. Timmis, Miss E. C. Timmis, Mr. D. O. Tibbels, Mrs. H. Tavares, Mr. and Mrs. W. H. Wylie.

SHIPPING MOVEMENTS.

The N.Y.K. *Yokohama Maru* (Australian line) left Kobe for Hongkong and Nagasaki on July 11th, and is expected here on July 17th.
 The S.S. *Yokohama* (Blue Funnel) for London, Rotterdam and Hamburg, left Shanghai on July 11th for this port, and is due here on July 14th. The vessel will be despatched on July 16th, at 4 p.m.
 The R.M.S. *Empress of Canada* left Kobe on July 11th, at 6 p.m., and is due at Shanghai to-day, at 11 a.m.

VESSELS EXPECTED.

Aki Maru (N.Y.K.), due July 16th.
Atsuta Maru (N.Y.K.), due July 17th.
Yokohama Maru (N.Y.K.), due July 17th.
Chambard (M.M.), due July 17th.
Empress of Canada, due July 15th, 4 p.m.
Yokohama Maru (N.Y.K.), due to-day.
Atsuta Maru (N.Y.K.), due to-day, 6 a.m.
Paul Lear (M.M.), due July 31st.
Suwa Maru (N.Y.K.), due July 15th.
Telembus (Blue Funnel), due to-day.

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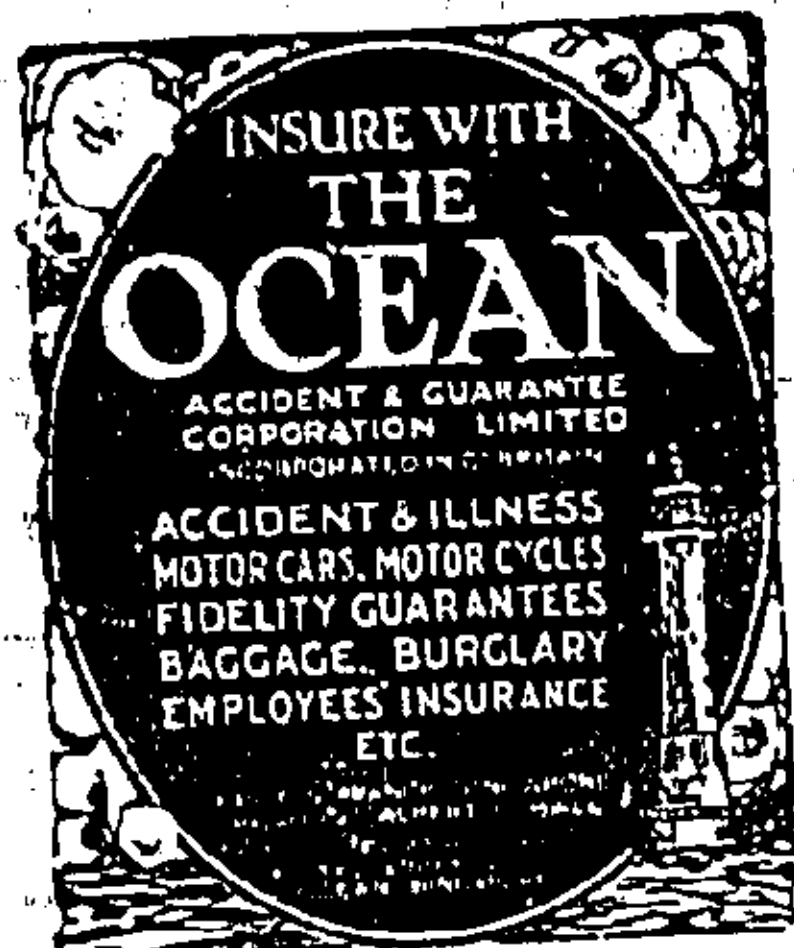
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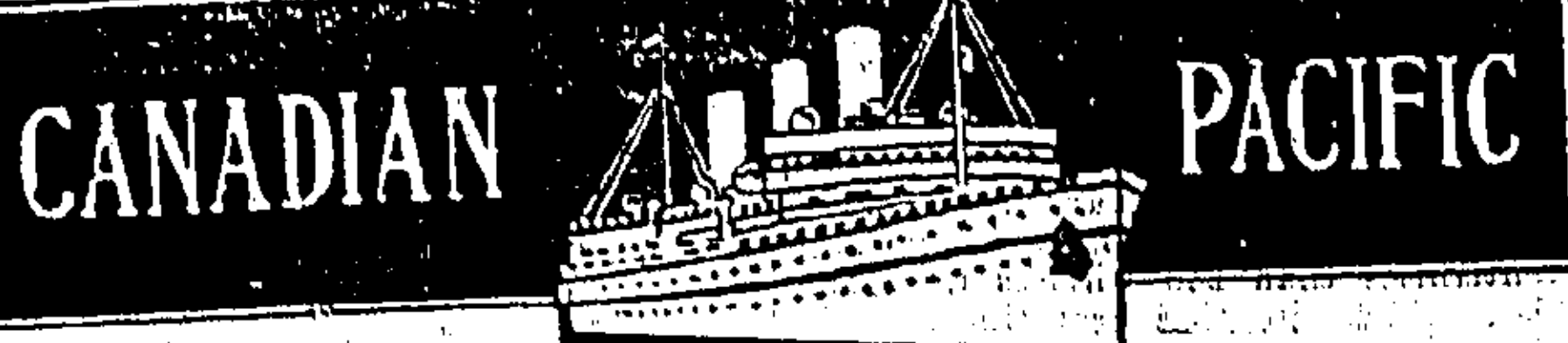
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Hongkong	Vancouver	Quebec	England
Empress Canada	July 28 Aug. 13	Empress Scotland	Aug. 4 Aug. 10
Empress Russia	Aug. 18 Aug. 27	Empress France	Aug. 18 Aug. 25
Empress Australia	Aug. 24 Sept. 12	Empress Scotland	Sept. 1 Sept. 8
Empress Asia	Sept. 6 Sept. 24	Montcalm	Sept. 21 Sept. 28
Empress Canada	Sept. 22 Oct. 8	Empress Scotland	Sept. 29 Oct. 4
Empress Russia	Oct. 4 Oct. 22	Empress France	Oct. 13 Oct. 19
		Empress Scotland	Oct. 27 Nov. 2

Other Atlantic sailings every two days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allocation of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

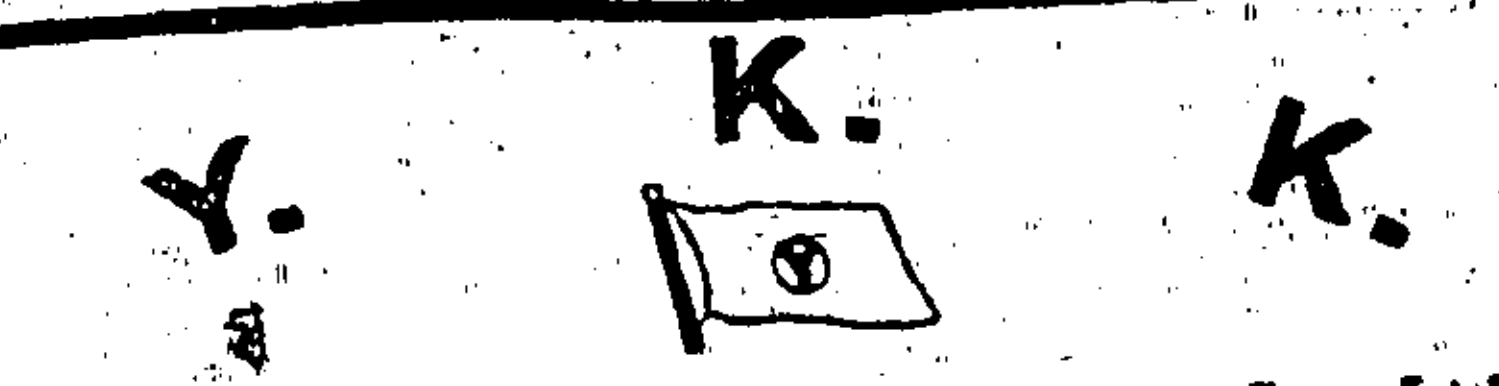
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 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 Through passage rates to Europe via America G-2405, G-2420 G-2440.

KAGA MARU ... Tuesday, 24th July.

IYO MARU ... Saturday, 11th Aug.

SHIMIZU MARU ... Wednesday, 8th Sept.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

ATSUBA MARU ... Wednesday, 18th July.

KASHIMA MARU ... Wednesday, 1st Aug.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... First half Aug.

LIVERPOOL via MARSEILLES & VALENCIA

TOKUSHIMA MARU ... First half Aug.

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 18th July.

AKI MARU ... Wednesday, 18th Aug.

NEW YORK & BOSTON via PANAMA.

DELAGOA MARU ... Beginning of August.

BURNES AIBES via Singapore, Delagoa Bay, Durban & Cape Town.

KAMAKURA MARU ... Tuesday, 23rd July.

BOMBAY via Singapore and Colombo.

SADO MARU ... Friday, 27th July.

CALCUTTA via Singapore, Penang & Bangkok.

MOJI MARU ... Monday, 30th July.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Monday, 16th July.

SHANGHAI, KOBE & YOKOHAMA.

YAKASA MARU ... Saturday, 14th July.

SUWA MARU ... Tuesday, 17th July.

For further information apply to—

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Telephone: Central Nos. 293 & 298.

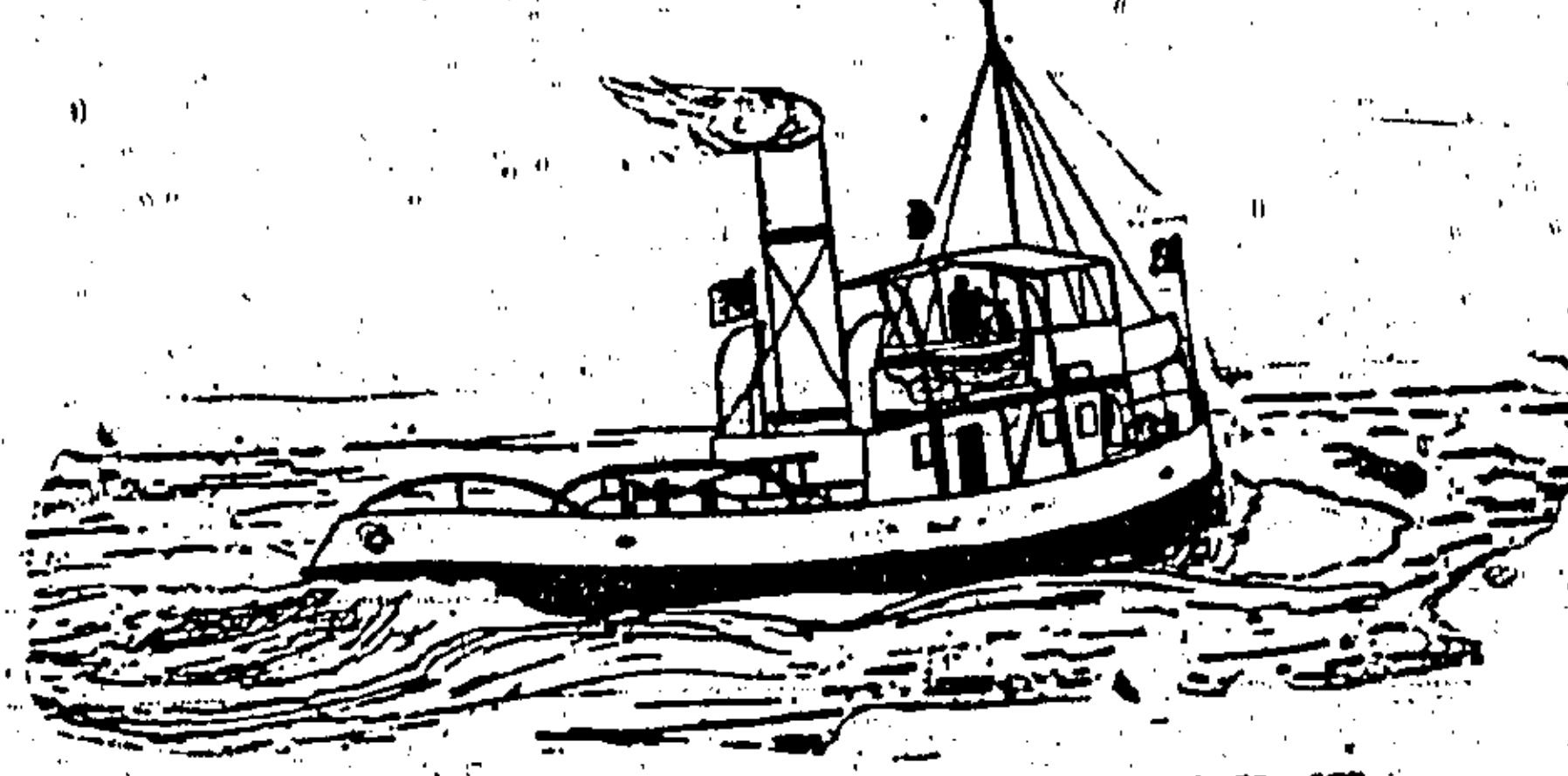
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 S.S. "CITY OF MADRAS" ... via Suez Canal ... 5th August.
 S.S. "TALITHYBIUS" ... via Suez Canal ... 15th August.

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ANGKOR	8th Aug.
CHAMFORD ...	15th June	17th July	20th Aug.
PAUL LECAT ...	29th June	31st July	3rd Sept.
ANDRE LEBON ...	13th July	14th Aug.	17th Sept.
AMBOISE ...	27th July	28th Aug.	1st Oct.

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Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LE DE MISSISSY" loading for HAYRE, ANTWERP & DUNKIRK, about end July.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2)

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

accommodation for First-Class Passengers, Electric Light and Fans in staterooms,

aloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying about 10 Days)

HAIFONG ... Capt. Ellis Walker ... Friday, 13th July, at 1 p.m.
 HAIFONG ... Capt. J. S. Thomson ... Tuesday, 17th July, at 1 p.m.
 HAIFONG ... Capt. W. C. Pasmore ... Friday, 20th July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LIPRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NAGPORE"	5,982	18th July, Noon	Singapore, Colombo & Bombay
"KIDDERPORE"	5,334	21st July, Noon	Singapore, Colombo & Bombay
"DEVANHA"	5,205	25th July	Mars., Gib., London & Antwerp
"SOUDAN"	5,205	29th July	Mars., Gib., London & Antwerp
"KASHMIR"	5,205	31st Aug.	Mars., Gib., London & Antwerp
"KASHMIR"	5,205	22nd Aug.	Mars., Gib., London & Antwerp
"SICILIA"	5,205	28th Aug.	Mars., Gib., London & Antwerp
"MACEDONIA"	5,205	7th Sept.	Mars., Gib., London & Antwerp
"MACEDONIA"	5,205	21st Sept.	Mars., Gib., London & Antwerp
"SOUDAN"	5,205	28th Sept.	Mars., Gib., London & Antwerp
"SICILIA"	5,205	8th Oct.	Mars., Gib., London & Antwerp
"KASHMIR"	5,205	18th Oct.	Mars., Gib., London & Antwerp
"SICILIA"	5,205	23rd Oct.	Mars., Gib., London & Antwerp
"KASHMIR"	5,205	2nd Nov.	Mars., Gib., London & Antwerp
"MALWA"	5,205	16th Nov.	Mars., Gib., London & Antwerp
"SOUDAN"	5,205	22nd Nov.	Mars., Gib., London & Antwerp
"CHINA"	5,205	30th Nov.	Mars., Gib., London & Antwerp
"DEVANHA"	5,205	14th Dec.	Mars., Gib., London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"TORILLA" ... 5,205 ... 25th July ... Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" ... 4,500 ... 4th Aug. ... Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne

Frequent connections from Australia with the following—
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KASHMIR" ... 5,982 ... 14th July, D.L. ... Shanghai, Moji, Kobe & Yokohama.
 "SOUDAN" ... 5,205 ... 22nd July ... Shanghai only.
 "MACEDONIA" ... 5,205 ... 29th July ... Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
 First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cables are fitted with Electric Fans free of charge.
 Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For further information, Passage Fares, Freight Handbooks, etc., apply to—

WACKINNON MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "GOTHIC PRINCE" ... on or about 23rd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

41, George Street

Telephone: Central 5164

Telegrams: Furness (Far East)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct

service via Singapore, Colombo, Suez and Port Said.

"ALBA MARU" ... Saturday, 14th July

RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"HIMALAYA MARU" (Call at Penang) ... Saturday, 31st July

"CELEBS MARU" ... Saturday, 4th Aug.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger

Service.

"KISHU MARU" ... Wednesday, 1st Aug.

CALCUTTA—Monthly Service via Singapore and Hongkong.

"INDO MARU" ... Sunday, 12th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and

Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger

Service.

"MANILA MARU" ... Saturday, 21st July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—

Panama and Cuban Ports.

"ALASKA MARU" ... Thursday, 2nd Aug.

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama

"LONDON MARU" ... Tuesday, 17th July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers.

"AMARUSA MARU" ... Sunday, 15th July, Noon.

"KANO MARU" ... Sunday, 22nd July, Noon.

TAKAO via SWATOW & AMOY.

"SOBU MARU" ... Thursday, 10th July, 10 a.m.

TAKAO DIRECT.

For sailing dates and further particulars apply to—

K. BEHMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
SHANGHAI & PUKOW	"CHUSAN"	On 15th July, Noon.
SWATOW, SHANGHAI & TSINGTAO	"SZECHUEN"	On 16th July, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 16th July, 4 p.m.
AMOI & SHANGHAI	"YINGCHOW"	On 17th July, D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUNGCHOW"	On 17th July, Noon.
SWATOW & BANGKOK	"KWANGCHOW"	On 17th July, 3 a.m.
AMOI, SWATOW & SINGAPORE	"KIUNGCHOW"	On 18th July, 10 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 18th July, Noon.
CHEFOO & NEWCHWANG	"CHINKIANG"	On 19th July, Noon.
SWATOW & BANGKOK	"CHENAN"	On 24th July, 2 p.m.
MANILA	"TEAN"	On 24th July, 4 p.m.

Excellent Saloon accommodation, staterooms, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fookow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wooking.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

Agents

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE 115 & 117, 118 & 119, 120

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Fuzhou, & Aus. Ports.
"TAIYUAN"	28th July	2nd August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents. Telephone Central No. 36.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Ivan" ... Due Hongkong 17th July.
 U.S.S.B. "West Ivan" ... Leave Hongkong 19th July.
 U.S.S.B. "West Ivan" ... Due Hongkong 27th July.
 U.S.S.B. "West Ivan" ... Leave Hongkong 29th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.

U.S.S.B. "West Chopaka" ... Due Hongkong 5th Aug.
 U.S.S.B. "West Chopaka" ... Leave Hongkong 7th Aug.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Commona" ... Due Hongkong 15th Aug.
 U.S.S.B. "West Commona" ... Leave Hongkong 18th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINE

INDO-CHINA-STRATTS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 2008.

K. A. HEYUM, Res. Agent

122

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "BOWES CASTLE" ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,

BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port

on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR BRINDISI, VENICE & TRIESTE

S.S. "DUCHESSA D'ASTA" ... sailing on or about 7th Aug.

S.S. "TRIESTE" ... sailing on or about end of Aug.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "TRIESTE" ... sailing on or about 2nd Aug.

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... sailing on or about 25th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

